



**ASSOCIATION of
GOVERNMENTS**

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San Bernardino County: Gary Ovitt, San Bernardino County • Lawrence Dale, Barstow • Paul Eaton, Montclair • Lee Ann Garcia, Grand Terrace • Tim Jasper, Town of Apple Valley • Larry McCaillon, Highland • Deborah Robertson, Rialto • Alan Wapner, Ontario

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

559 05.09.06

MEETING OF THE

ENERGY AND ENVIRONMENT COMMITTEE

PLEASE NOTE DATE CHANGE

Thursday, December 14, 2006

10:00 a.m. – 11:45 a.m.

SCAG Offices

818 West 7th Street, 12th Floor

Conference Room Riverside A

Los Angeles, CA 90017

213.236.1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Deby Salcido at 213.236.1993 or salcido@scag.ca.gov

Agendas and Minutes for the Energy and Environment Committee are also available at:

www.scag.ca.gov/committees/eec.htm

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

Energy and Environment Committee Membership

December 2006

Dennis Washburn, Chair
Margaret Clark, Vice-Chair

Calabasas
Rosemead

Members

Bertone, Denis
Brennan, Brian
Campbell, Todd
Carrillo, Victor
Carroll, Stan
Cook, Debbie
Eaton, Paul
Edkenrode, Norman
Forester, Larry
Gafin, David
Hanks, Keith
Harrison, Jon
King, Dorothy
Lilburn, Penny
Marchand, Paul
Nelson, Larry
Olivas, David J
Van Arsdale, Lori
Young, Toni
Zerunyan, Frank
Zine, Dennis

Representing

SGVCOG
VCOG
Burbank
Imperial County
La Habra Heights
Huntington Beach
Montclair
Placentia
Signal Hill
Downey
Azusa
Redlands
Gateway Cities
SANBAG
Cathedral City
Artesia
SGVCOG
Hemet
Port Hueneme
SBCCOG
Los Angeles

ENERGY & ENVIRONMENT COMMITTEE

AGENDA

PAGE #

TIME

*"Any item listed on the agenda (action or information)
may be acted upon at the discretion of the Committee".*

1.0 CALL TO ORDER & PLEDGE OF
ALLEGIANCE

Hon. Dennis
Washburn, Chair

2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The chair may limit the total time for all comments to twenty (20) minutes.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Approval Items

4.1.1 November 2, 2006 Minutes
Attachment

01

4.1.2 2007 State & Federal Legislative Program
Attachment

05



SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

i

ENERGY & ENVIRONMENT COMMITTEE

AGENDA

			PAGE #	TIME
5.0	<u>ACTION ITEMS</u>			
5.1	<u>Regional Comprehensive Plan (RCP)</u> <u>Air Quality Chapter</u> Attachment	Sheryll Del Rosario SCAG Staff	26	10 Minutes
	Staff will present the preliminary outcomes and strategy for the Air Quality Chapter of the RCP.			
	Recommended Action: Release the preliminary outcomes for public review and input, and direct staff to perform technical refinements.			
5.2	<u>Regional Comprehensive Plan (RCP)</u> <u>Water Chapter – Outcomes and Strategy</u> Attachment	Daniel E. Griset SCAG Staff	39	10 Minutes
	Staff will present the preliminary outcomes and strategy for the Water Chapter of the RCP.			
	Recommended Action: Release the preliminary outcomes for public review and input, and direct staff to perform technical refinements.			
6.0	<u>INFORMATION ITEMS</u>			
6.1	<u>2007 RTP/RCP Program</u> <u>Environmental Impact Report (PEIR)</u> <u>approach</u> Attachment	Jacob Lieb SCAG Staff	45	10 Minutes
	Staff will describe proposed structure for PEIR alternatives.			



ENERGY & ENVIRONMENT COMMITTEE

AGENDA

			PAGE #	TIME
6.0	<u>INFORMATION ITEMS continued</u>			
6.2	<u>California Global Warming Solutions Act of 2006</u> Attachment	Jonathan Nadler SCAG Staff	47	10 Minutes
	Staff will provide an update on the recently enacted AB32, the California Global Warming Solutions Act of 2006.			
6.3	<u>North Baja Pipeline Expansion Project Update</u> Attachment	Jennifer Sarnecki SCAG Staff	56	10 Minutes
	Staff will summarize the Intergovernmental Review comments on the Draft EIR for the North Baja Pipeline Expansion Project.			
6.4	<u>Addendum to the Final Programmatic Environmental Impact Report for the 2004 Regional Transportation Plan</u> Attachment	Jennifer Sarnecki SCAG Staff	58	10 Minutes
	Staff will present information on the Addendum to the 2004 Regional Transportation Plan Final Programmatic Impact Report prepared to bring the 2004 RTP into compliance with the Planning requirements of the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users" (SAFETEA-LU).			
6.5	<u>2007 Regional Champion Awards</u> Attachment	Dennis Washburn Chair	60	5 Minutes
	Begin discussion about the 2007 Regional Champion Awards and the nomination process.			



ENERGY & ENVIRONMENT COMMITTEE

AGENDA

			PAGE #	TIME
6.0	<u>INFORMATION ITEMS continued</u>			
6.6	<u>Infrastructure Bonds: Implementation and Impacts</u> Attachment Mailed Separately	Don Rhodes SCAG Staff	61	10 Minutes
	Summary and discussion of issues related to the implementation and possible regional impacts of the infrastructure bonds passed by the voters in the November election.			
7.0	<u>WATER POLICY TASK FORCE REPORT</u>	Hon. Dennis Washburn, Chair		
8.0	<u>SOLID WASTE TASK FORCE REPORT</u>	Hon. Toni Young, Chair		
9.0	<u>CHAIR'S REPORT</u>	Hon. Dennis Washburn, Chair		
10.0	<u>STAFF REPORT</u>	Sylvia Patsaouras, SCAG Staff		
11.0	<u>FUTURE AGENDA ITEMS</u>			
	Any Committee members or staff desiring to place items on a future agenda may make such request. Comments should be limited to three (3) minutes.			
12.0	<u>ANNOUNCEMENTS</u>			
13.0	<u>ADJOURNMENT</u>			

The next meeting of the Energy and Environment Committee will be held on January 4, 2007, at SCAG Offices in downtown Los Angeles.



Energy and Environment Committee
of the
Southern California Association of Governments
November 2, 2006

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE. AUDIO CASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Energy and Environment Committee held its meeting at the Southern California Association of Governments, downtown Los Angeles. The meeting was called to order by Dennis Washburn, Chair. There was a quorum.

Members Present

Brennan, Brian	VCOG
Carroll, Stan	City of La Habra Heights
Clark, Margaret (Vice-Chair)	City of Rosemead
Cook, Debbie	City of Huntington Beach
Eaton, Paul	City of Montclair
Eckenrode, Norman	City of Placentia
Forester, Larry	City of Signal Hill
Gafin, David	City of Downey
King, Dorothy	Gateway Cities COG
Washburn, Dennis (Chair)	City of Calabasas
Young, Toni	City of Port Hueneme
Zine, Dennis	City of Los Angeles

Members Not Present

Bertone, Denis	SGVCOG
Campbell, Todd	City of Burbank
Carrillo, Victor	City of Imperial
Hanks, Keith	City of Azusa
Harrison, Jon	City of Redlands
Lilburn, Penny	SANBAG
Marchand, Paul	City of Cathedral City
Nelson, Larry	City of Artesia
Olivas, David J.	SGVCOG
Van Arsdale, Lori	City of Hemet
Zerunyan, Frank	SBCCOB

1.0 CALL TO ORDER & PLEDGE OF ALLEGIENCE

Hon. Dennis Washburn, Chair, called the meeting to order at 10:00 a.m. and led the group in the Pledge of Allegiance.

2.0 PUBLIC COMMENT PERIOD

None

3.0 REVIEW AND PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

It was MOVED (Hon. Paul Eaton), SECONDED (Hon. Toni Young), and UNANIMOUSLY APPROVED.

4.1 Approval Item

4.1.1 Minutes of October 5, 2006

4.2 Receive and File

4.2.1 2007 Meeting Calendar for the Administration and Policy Committees and Regional Council

5.0 ACTION ITEMS

5.1 Regional Comprehensive Plan (RCP) Energy Chapter

Jacob Lieb, SCAG Staff, provided a status report of the Regional Comprehensive Plan (RCP).

Jennifer Samecki presented a report on the Energy Chapter.

It was MOVED (Hon. Toni Young), SECONDED (Hon. Debbie Cook), and UNANIMOUSLY APPROVED.

5.2 Regional Comprehensive Plan (RCP) Solid Waste and Hazardous Waste Chapter

Carolina Morgan, SCAG Staff, presented a report on the Solid Waste and Hazardous Waste Chapter.

It was MOVED (Brian Brennan), SECONDED (Hon. Debbie Cook), and UNANIMOUSLY APPROVED.

5.3 The 2007 National Alternative Fuels & Vehicles (NAFV) Conference and Expo

Sylvia Patsaouras, SCAG Staff, reported that the NAFV is requesting SCAG's support in providing advertising for their conference and expo.

It was MOVED (Hon. Toni Young), SECONDED (Brian Brennan), and UNANIMOUSLY APPROVED.

5.4 Proposed 2007 SCAG Legislative Program

Jeff Dunn, SCAG Staff, reviewed the draft 2007 SCAG Legislative Program with the Committee and provided scheduling information for the program.

It was MOVED (Hon. Toni Young), SECONDED (Hon. Debbie Cook), and UNANIMOUSLY APPROVED.

6.0 INFORMATION ITEMS

6.1 North Baja Pipeline Expansion Project

Henry Morris, TransCanada Pipelines, Ltd., provided a power point presentation on the proposed North Baja Expansion Project.

6.2 The California Climate Action Registry

Diane Wittenberg, President, California Climate Action Registry, provided a power point presentation on the Registry's activities with cities and counties.

7.0 WATER POLICY TASK FORCE REPORT

The next meeting of the Water Policy Task Force is scheduled for December 21, 2006.

8.0 SOLID WASTE TASK FORCE REPORT

The next Solid Waste Task Force meeting is scheduled for November 30, 2006, 10:00 a.m. at the SCAG Office.

9.0 CHAIR'S REPORT

None

10.0 STAFF REPORT

None

11.0 FUTURE AGENDA ITEMS


- Agendize the SCAG Consensus Trip.
- Agendize SCAG's Intergovernmental Review comments on the North Baja Pipeline.

12.0 ANNOUNCEMENTS

13.0 ADJOURNMENT

There being no further business, Dennis Washburn, Chair, adjourned the meeting at 11:55 a.m.

Action Minutes Approved
by:


Sylvia Patsaouras, Staff
Energy and Environment

REPORT

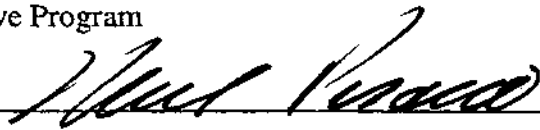
DATE: December 14, 2006

TO: Regional Council
Community, Economic, and Human Development Committee
Transportation and Communications Committee

FROM: Don Rhodes, Manager of Public and Government Affairs
Phone: (213) 236-1840
rhodes@scag.ca.gov

SUBJECT: 2007 State and Federal Legislative Program

EXECUTIVE DIRECTOR'S APPROVAL



RECOMMENDED ACTION: Adopt the 2007 State and Federal Legislative Program

SUMMARY:

Prior to the return to session of Congress and the State Legislature at the beginning of each year, the Regional Council adopts a state and federal program to direct SCAG's legislative activities. The policy committees reviewed the portions of the program pertaining to their areas of interest at their November meetings. After the Regional Council approves the program it will be prepared in its final form and distributed to members and staff of the Congress, the State Legislature, federal and state agencies, and interested parties.

BACKGROUND:

Attached is a draft of the narrative portion of the 2007 State and Federal Legislative Program. Because of SCAG's increased involvement in direct advocacy, the 2007 program is more focused and directed to our legislative audience. After the 2007 State and Federal Legislative Program is approved by the Regional Council, based on what we have learned in our consensus and advocacy trips, separate documents focused at the state and federal levels will be prepared. These documents will contain the type of appealing graphics and photographs we have used in the pieces prepared for our Congressional consensus trips and in other SCAG publications such as the State of the Region Report.

The 2007 State and Federal Legislative Program was created with the input of SCAG's directors, planning and policy staff, and state and federal lobbyists. It contains sections related to (1) SCAG's federal priorities; (2) SCAG's State Priorities; (3) SCAG general advocacy and leadership principles; and (4) SCAG legislative initiatives under development or being monitored.



REPORT

As can be seen in the program, federal advocacy priorities include those relating to Goods Movement, Aviation, Reauthorization and Appropriations.

State advocacy priorities include those related to Housing and Land Use, CEQA Reform and Environmental Streamlining, Transportation and Financing, Air Quality, Sustainability, Water, Waste Management, Habitat and Open Space, and Tribal Governments.

During the 2006 state legislative session SCAG worked with stakeholders, administrative officials, key legislators and legislative staff and housing advocates to initiate a SCAG pilot RHNA program. That effort laid the successful groundwork to build consensus for the successful pursuit of the passage of legislation during the 2007 state legislative session.

During the 2006 legislative session SCAG sponsored legislation, AB 2762 by Assembly Member Lloyd Levine, which would have permitted specified tribes to join its Joint Powers agreement. That legislation passed the state legislature but was vetoed by the Governor, who stated, because of the unique nature of the legislation and the implications concerning tribal sovereignty, the measure needed additional specificity to preclude any unforeseen legal and policy consequences. He said he was in favor of the tribes participating in the SCAG General Assembly and directed his Office of Planning and Research and SCAG's to work with SCAG on legislation.

Specific state level legislative requests, therefore, include those to (1) authorize a pilot Regional Housing Needs Assessment program; and (2) to work with the Governor's Office of Planning and Research to address participation of the 16 federally recognized tribal governments in the SCAG region to participate in SCAG.

SCAG legislative initiatives under development or being monitored are listed in a separate section. Issues categorized under "Monitor" are of interest to the Regional Council and will be tracked by SCAG. Issues included under the category "Develop" are those in which the Regional Council or its policy committees have asked SCAG staff to further develop ideas, to begin or continue efforts, or to provide more information.

During the review by the policy committees, members of both the TCC and the CEHD committees requested that they be permitted to submit suggestions for their committee's review at the December meeting. If modifications are offered and approved by the policy committees at the December meeting, they will be transmitted to you on the same day to enable the preparation of the program to remain on schedule. The TCC committee recommended that the revenues specified to be used for off airport ground access be clarified to include airport improvement program and mitigation pricing funds.

FISCAL IMPACT:



REPORT

Because the SCAG fiscal year runs from July 1st through June 30th, while the legislative year runs from January 1st through December 31st, each SCAG budget covers the last half of the previous legislative session and the first half of the upcoming legislative session. The cost of adopting the recommended action is covered by the FY05-06 SCAG budget for the first half of the 2007 legislation session and requires no additional resources. No funds will be spent to implement the 2007 State and Federal Legislative Program from July 1st through December 31st without the approval of the FY07-08 SCAG budget.

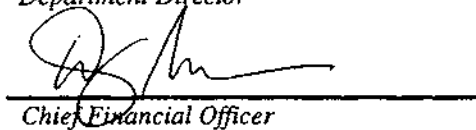
Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

Doc#128126





DRAFT 2007 STATE & FEDERAL LEGISLATIVE PROGRAM



The SCAG region...

18 million residents and growing.

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

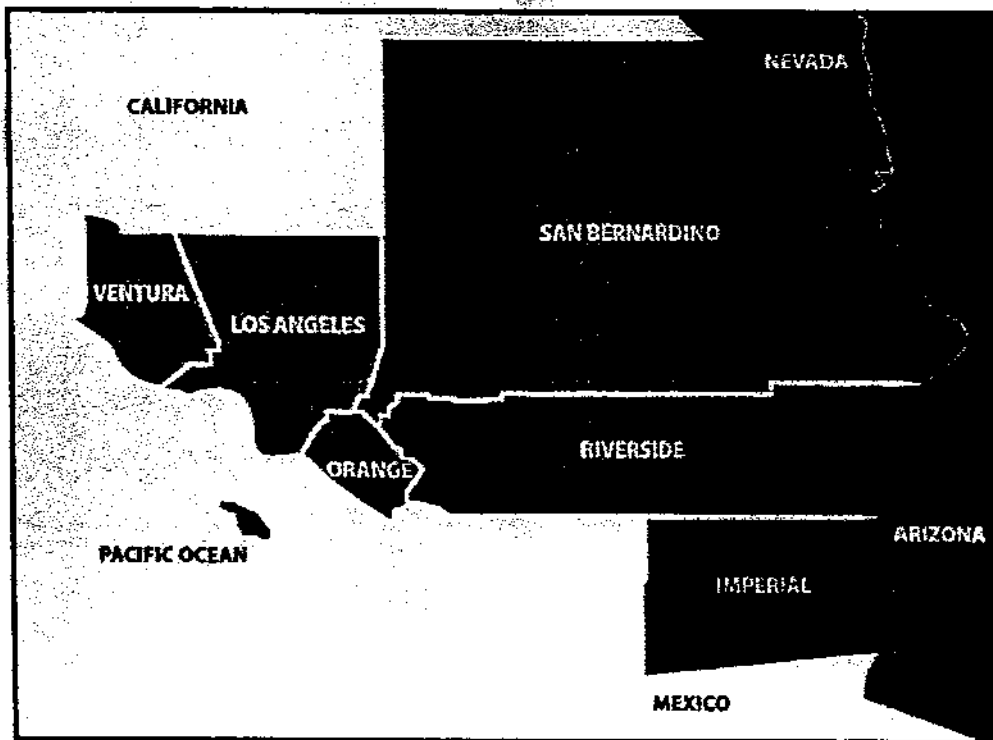
© 2006 Southern California Association of Governments



SCAG GENERAL ADVOCACY AND LEADERSHIP PRINCIPLES

SCAG is the nation's largest Metropolitan Planning Organization, representing the six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 187 cities that make up the Southern California region. SCAG has increasingly served as a unifying voice for Southern California, advocating for regional priorities in Sacramento and Washington, D.C. SCAG is dedicated to developing regional solutions to the many transportation, air quality, housing, land use and other issues facing Southern California. Working in coordination with the county transportation commissions, Metrolink, and local transportation agencies, SCAG will pursue the following advocacy goals.

- Provide regional leadership in seeking federal and state funding for projects and programs that implement the regional 2004 RTP and 2004 RTIP and in advocating for projects needed to maintain air quality conformity in the SCAG region.
- Coordinate advocacy efforts to advance the Southern California Consensus Program and continue consensus building among local transportation commissions, cities, counties, and sub-regional organizations.
- Advocate federal legislation that facilitates the ability of metropolitan planning organizations (MPOs) to fulfill their roles and responsibilities.
- Advocate state legislation that facilitates the ability of regional transportation planning agencies (RTPAs) and councils of governments (COGs) to fulfill their roles and responsibilities.
- Advocate a stronger role for regions and MPOs in planning for America's global economic competitiveness.
- With the interstate highway system nearing completion, participate in a national discussion about the role of the federal government in transportation planning and funding to ensure effective participation by the United States in the global economy.



**If the SCAG region was a country,
it would have the world's 10th largest economy.**

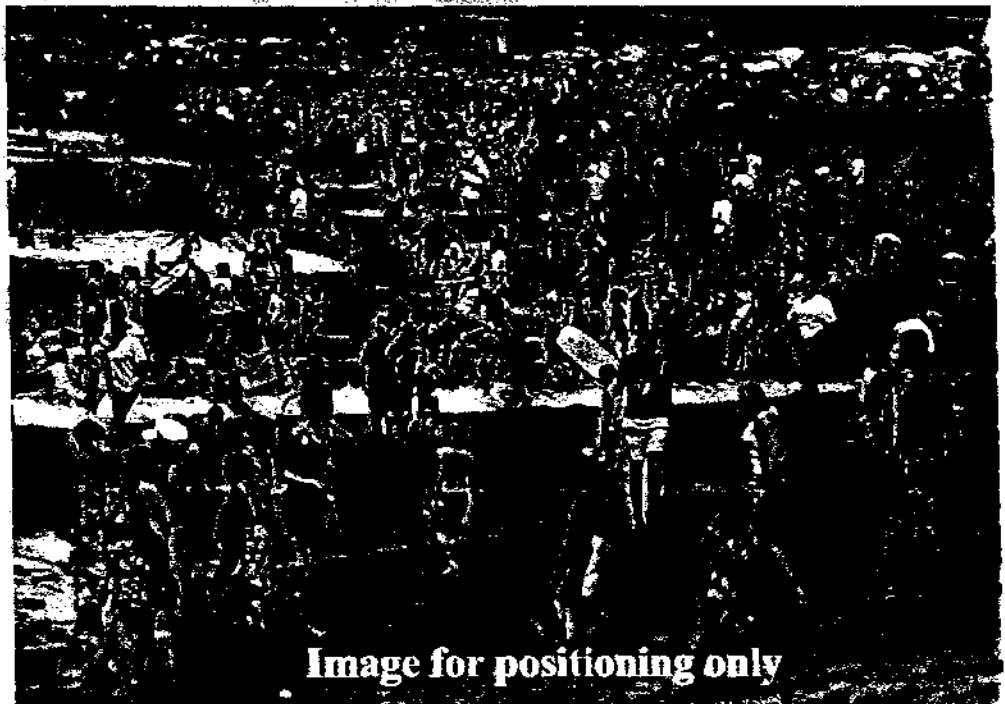
The Southern California Association of Governments is the largest region in population and size in the United States. It is also the most socially, culturally and economically diverse region in the world. By the year 2030, over five million additional residents will live in the region.

The population in the region is larger than 47 states. Its massive trade infrastructure is the global gateway that serves and feeds the economy for the United States. Over 40 percent of the U.S. container imports and 25 percent of the U.S. container exports pass through the region. Goods movement through our seaports and airports is expected to triple in the next twenty years.

The region's size and diversity bring challenges that cross city, county and state borders. Our transportation network is constantly struggling to keep up with ever-growing demand. Air pollution generated in one community can impact residents that live 100 miles away. Housing is falling far short of growing demand, which makes housing even less affordable and available. Land use decisions made in one city can have traffic, environmental and economic impacts on other communities and the region as a whole.

The SCAG 2007 Legislative Program contains the Regional Council's positions on policies and legislative initiatives that need the leadership and support of Congress and the California State Legislature to successfully meet the major transportation, housing, and environmental challenges facing the SCAG region.

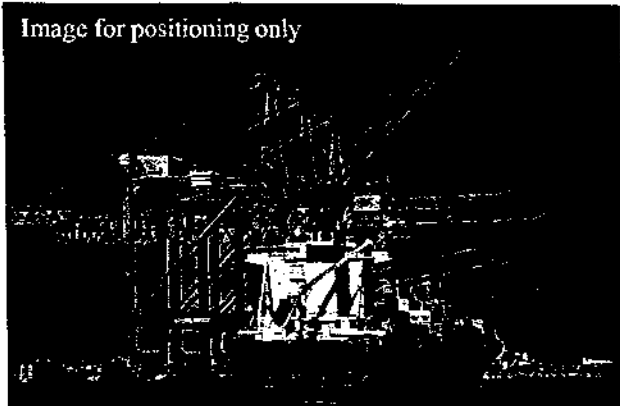
**6 counties.
187 cities.
14 subregions.
38,000 square
miles.
18 million
residents, and
growing.**



SCAG FEDERAL PRIORITIES

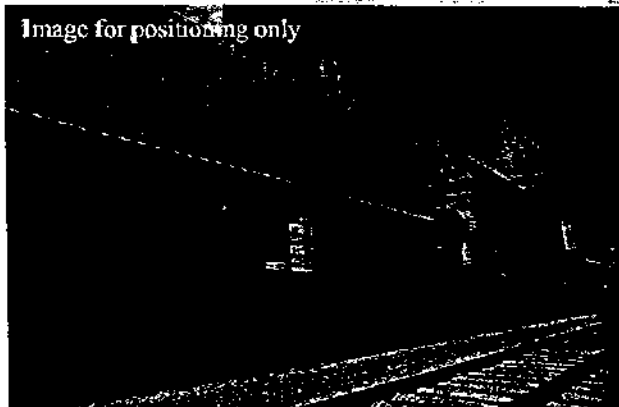
GOODS MOVEMENT

Image for positioning only



The SCAG region hosts the majority of the nation's traffic for freight movement by sea, air, land and rail. Our goods movement' system provides global competitiveness for the region, the state and the nation, but it gives us a disproportionate share of the burdens of serving as the nation's global gateway. Our primary challenges are meeting the financial and infrastructure demands of an overburdened transportation system for the movement of goods that pass through Southern California while maintaining the health of our residents and the livability of our communities.

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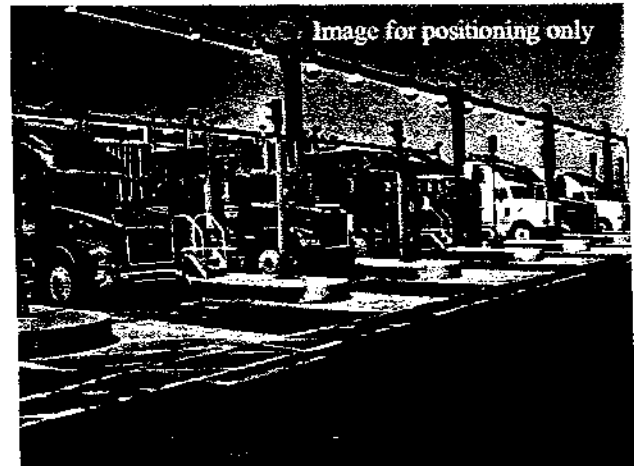


Local sales tax levied on our residents (not on foreign goods) is paying for congestion relief. Goods movement infrastructure funding relies heavily on non-federal resources with 70 percent of Southern California's transportation revenues coming from local taxes. However, each dollar invested yields approximately \$4.44 in regional, state, and national benefits.

THE GREATEST OBSTACLE IN MEETING THE REGION'S GOODS MOVEMENT NEEDS ARE ENVIRONMENTAL AND COMMUNITY IMPACTS.

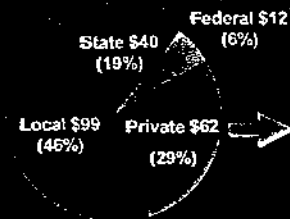
We need:

- Legislation to establish a dedicated goods movement trust fund that provides full funding grants for large multi-state and regional goods movement projects based on objective, performance-based criteria.
- Statutory authority and funding to capitalize on innovative financing opportunities to increase the capability for public-private investment, including tax-exempt private activity bonds, tax credit bonds and tax credit equity financing.
- Regulatory and legislative actions to move the environmental clearance process, protect our communities, address environmental concerns and clarify the environmental process, including:
 - Coordinated program to bring together existing federal, state, and regional environmental programs and requirements.
 - Funding partnerships for environmental mitigation.
 - Regulation of pollutants from foreign-registry vessels via treaty ratification and other international actions.
- Other sources of public and private funds for goods movement including homeland security, environmental protection, defense, user fees, and growth in customs fees.



Balancing the SCAG Region's Checkbook RTP Financial Plan (Through Year 2030)

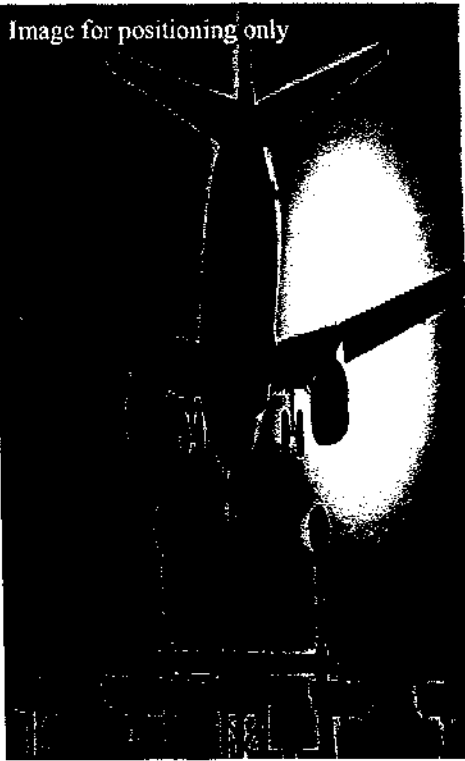
By Revenue Source (\$213B)



More than 40% of the proposed FFP/User-fee supported projects are Goods Movement Initiatives

Southern California Association of Governments

Image for positioning only



AVIATION

The SCAG region is the busiest of all regions in the United States in terms of total aircraft operations. It has over 50 public use airports including six commercial, 45 general aviation, and two joint use airports. The urban airports will all reach their physical or legal capacities by 2030 when passenger demand will more than double to 170 million.

We need:

- Legislative and regulatory provisions to establish a decentralized, regional airport system in the SCAG region that contains special use airports.
- Statutory and regulatory authority to provide greater flexibility to utilize the full range of airport revenues, including airport improvement programs and mitigation pricing funds, based upon a system of proportional contribution of payment to improve off-airport ground access, including high speed ground transportation.
- Legislation which bases landing and lease fees on aircraft emissions, noise levels and congestion, in addition to aircraft weight and size, to create incentives for reduction of these factors on the environment.

SAFETEA-LU REAUTHORIZATION AND APPROPRIATIONS

To help us lead the way in planning and building innovative solutions for the SCAG region to increase the mobility of goods and people, enhance our air quality, and drive the nation's economic engine, we need:

- The adoption of procedures that are favorable to the SCAG region in the SAFETEA-LU rulemaking process.
- Support for our FY 2008 appropriations requests.
- Support for earmarks or discretionary funding applications of jurisdictions within the SCAG region consistent with the region's adopted Regional Transportation Plan and the Regional Transportation Improvement Plan.
- A value pricing pilot program to enable the collection of tolls on new interstate construction and for the interstate construction pilot program to permit tolls on interstate highways to fund construction of new lanes/highways.
- Predeployment planning and environmental review funding for the California Maglev Deployment Program.

SCAG'S STATE PRIORITIES

HOUSING AND LAND USE



For decades, Southern California has experienced some of the most dramatic growth seen anywhere in the world. The collective population now surpasses 18 million and is projected to increase by another five million people by 2030. Housing demand in Southern California greatly exceeds supply and the cost of housing is growing beyond the reach of many families.

The difficulty of creating new housing near existing jobs and new jobs near existing housing only adds to the challenges facing local planners. To address these issues, SCAG developed the 2% Strategy, an approach to meet the growth challenges of a vast, far flung region that expects to add 5 million people and over 2 million housing units over the next 25 years. The strategy evolved out of the *Compass* Growth Vision process, an exercise tackling how to absorb this growth within the context of the trends and challenges we face today: traffic gridlock, worsening air pollution, excessive consumption of agricultural land and open space for development, and a housing market in crisis.

If executed as envisioned, regional residents can expect to experience a future characterized by less congestion, shorter commutes, cleaner air, good jobs, affordable housing and plenty of space for recreation and relaxation.

On the national level SCAG is working to encourage the U.S. Department of Housing and Urban Development's participation in the development of housing strategies with the U.S. Department of Transportation.

To help us address the housing issues in the SCAG region we need:

Amendments to the existing Regional Housing Needs Assessment statutes to enable us to create a pilot program that integrates transportation and housing planning and includes public workshops to enable jurisdictions to present planning and other factors for consideration of their allocation of housing.

- Sufficient state funding for us to carry out the RHNA process.

Image for positioning only



allow neighboring jurisdictions to share responsibilities for increasing the housing supply.

- Legislation that redefines the local and regional responsibilities in implementing state housing goals in a manner favorable to local governments and the region.
- Initiatives that call for local governments and regions to plan for the provision of a 20-year site inventory, based on natural increases in population and job growth, and that
- Systems that provide funding to various levels of government for planning and building development called for by the Compass Blueprint by establishing rules allowing for expenditure of bond funds integrated land use-transportation projects consistent with the SCAG Compass program to permit transportation infrastructure funds administered by county transportation commissions to be used on land-use projects.
- The allocation of state funding to create incentives for jobs/housing balance, infrastructure, and environmental mitigation programs in local jurisdictions ^{2%}.*
- Support federal funding initiatives designed to promote mixed-use and multi-modal development ^{2%}.
- Incentives or mandates for integrated land use-transportation planning and development consistent with the Compass Blueprint and other regional plans

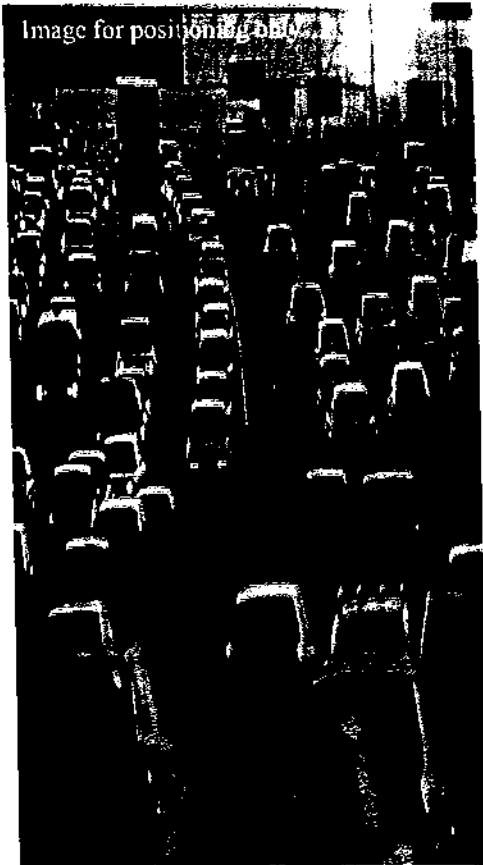
* The 2007 Legislative Program continues to further the Compass Implementation Framework, which was approved by the Regional Council in June 2004. This framework, or 2% Strategy, is guided by four key principles—mobility, livability, prosperity and sustainability—and addresses the challenges associated with future growth in the SCAG region. Because the 2% Strategy is interdisciplinary, its ideas are incorporated throughout the transportation, housing, growth and land use, habitat and open space, and sustainability sections of the 2007 Legislative Program and are marked with a ^{2%} symbol.

CEQA REFORM AND ENVIRONMENTAL STREAMLINING

Projects that can deliver benefits for housing or transportation are often delayed for years because environmental and other reviews are not coordinated and streamlined to ensure both sound environmental review and prompt completion of the reviews. We need:

- CEQA reform that, when implemented voluntarily at the local level, promotes regional planning and eases the development of housing in appropriate, strategic locations identified in the regional growth plan and known as 2% Strategy areas ^{2%}.
- CEQA reform that addresses environmental impacts at the regional and project levels and promotes environmental outcomes that are preferable to current conditions or "no-plan" future scenarios.
- CEQA reform that utilizes regional analysis and a streamlined in-fill EIR as the basis for CEQA compliance.

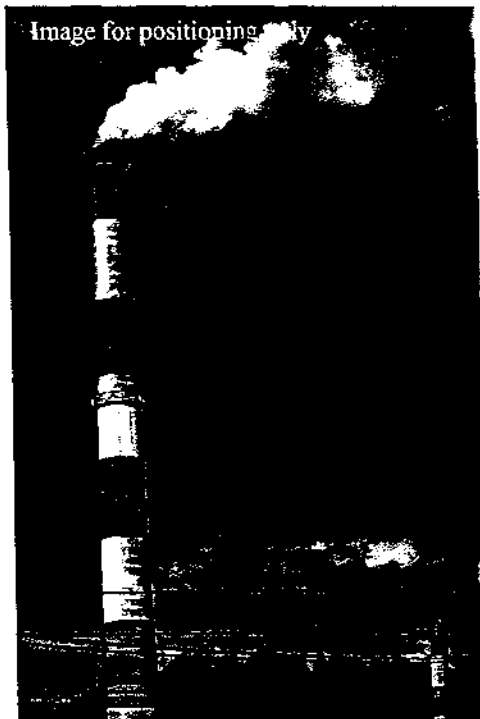
TRANSPORTATION AND FINANCING



During the 2006 session the legislature took a giant step forward in passing bond measures and legislation to enable the construction of much needed transportation and goods movement projects. On November 7, 2006, the voters approved the entire package of infrastructure bonds including Proposition 1B that provides approximately \$20 billion for various transportation projects. It also provided necessary tools in pilot programs that enable more rapid deployment of projects through public/private partnership and expedited procurement. To meet our goods movement and transportation challenges we need:

- Distribution of the state's transportation funds in an equitable manner throughout the state.
- Expanded statutory provisions related to design-build and design-sequencing procurement to enable expedited project delivery.
- Support for local ballot initiatives to fund local transportation projects with local sales tax measures.
- Expanded statutory provisions allowing for the use of public/private partnerships and other innovative financing mechanisms.
- Expanded provisions for transit oriented development "TOD" that generate revenue and integrate housing planning with transportation planning.

AIR QUALITY



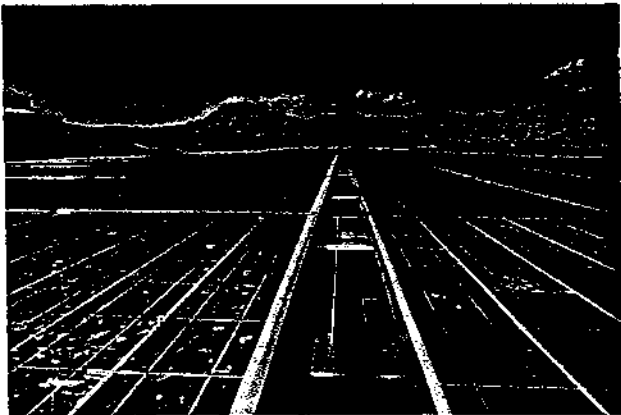
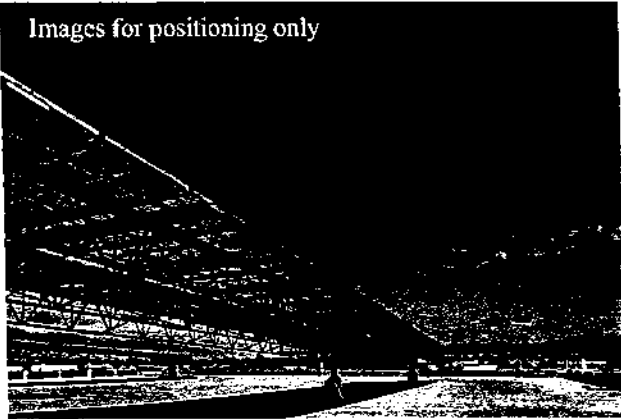
Over one-third of the air pollutants we breathe come from transportation sources. The rapidly worsening traffic congestion in the SCAG region poses ongoing air quality challenges and health threats to the public — particularly to children, the elderly and other at-risk groups.

SCAG is responsible for ensuring that transportation plans and programs are consistent with air quality goals as required by State and Federal rules, a process known as "transportation conformity determination." SCAG must ensure that transportation activities do not worsen air quality nor interfere with the purpose of the State's Implementation Plans (SIPs). To meet this charge, SCAG develops emission reduction strategies for transportation planning. To help us meet our responsibilities for air quality conformity we need:

- Community impact and air quality mitigation programs for goods movement projects.
- Air quality program incentives to accelerate fleet turn-over to reduce regional emissions from on-road mobile sources.
- Programs that create incentives for cost-effective, market-based approaches that promote good air-quality by encouraging pedestrian/bike-friendly redevelopment projects to reduce vehicle miles traveled, congestion, and associated emissions^{2%}.
- Regulatory action to reduce mobile source emissions under individual jurisdictions or that delegate authority over mobile sources to local governments.

SUSTAINABILITY

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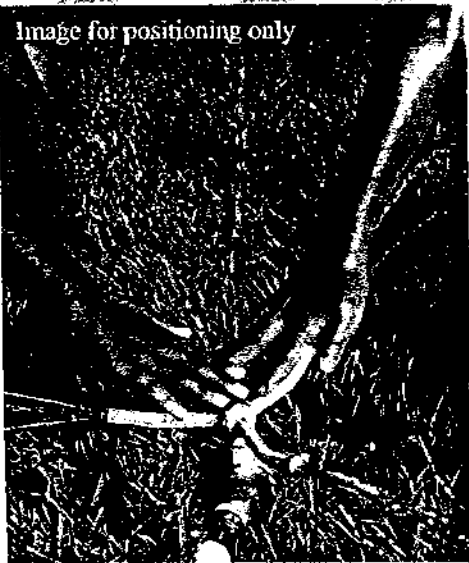


As the Metropolitan Planning Organization for six Southern California counties, pursuing and developing solutions to transportation, housing, air quality and other regional issues, and based upon federal requirements, SCAG has developed a policy that ensures that environmental justice principles are integral to all planning processes. One of SCAG's core principles is to promote practices that protect and improve our natural environment. To help pursue our goals of sustainability and environmental justice in the SCAG region we need:

- Legislation that promotes sustainability and environmental justice in local and regional planning ^{2%}.
- Legislation that creates incentives for the development of brown field sites in urban areas ^{2%}.
- Legislation that creates incentives for the adoption of green building standards ^{2%}.

WATER

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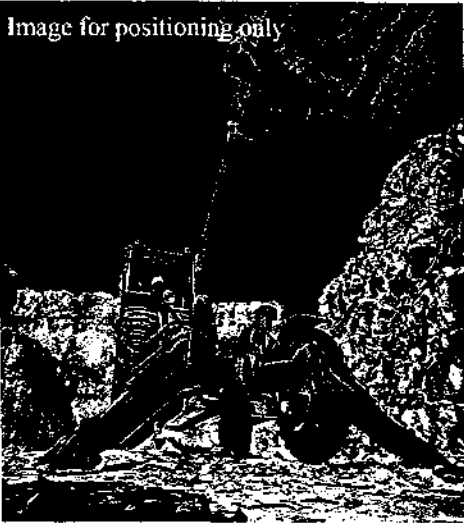


With its increasing population, maintaining an adequate supply of clean water is a major challenge facing the SCAG region. As part of its responsibilities SCAG will continue to plan for an ample, clean water supply. It is including a chapter on water in its Regional Comprehensive Plan. To help SCAG and other agencies continue their water planning efforts, we need:

- Legislation and other government actions that encourage comprehensive planning and implementation of water quality and supply measures, such as those relating to storm-water, non-point source pollution, and total maximum daily loads (TMDLs), including the creation and operation of local agency initiatives for collaborative management of regional water resources ^{2%}.

WASTE MANAGEMENT

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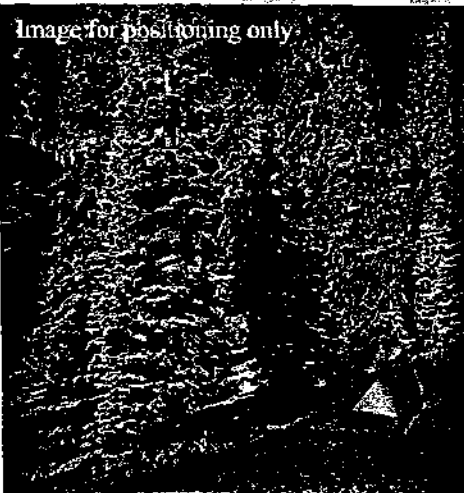


Conversion Technologies (CTs) are technologies that convert post recycled solid waste into useful products. They are in wide use in Europe and Japan, and of increasing interest in North America. In 2003, California disposed of approximately 40 million tons of waste, of which 47% was diverted from landfills. Of the waste disposed in landfills, approximately 80% was organic material (paper, wood, green waste, food waste, etc). Organic materials have the potential to be converted into energy (or other industrial products) which would present a long-term benefit for energy supply. We need:

- Legislation that promotes conversion technologies so municipalities can maintain or exceed their requirement to divert 50% of their solid waste away from landfills.

HABITAT AND OPEN SPACE

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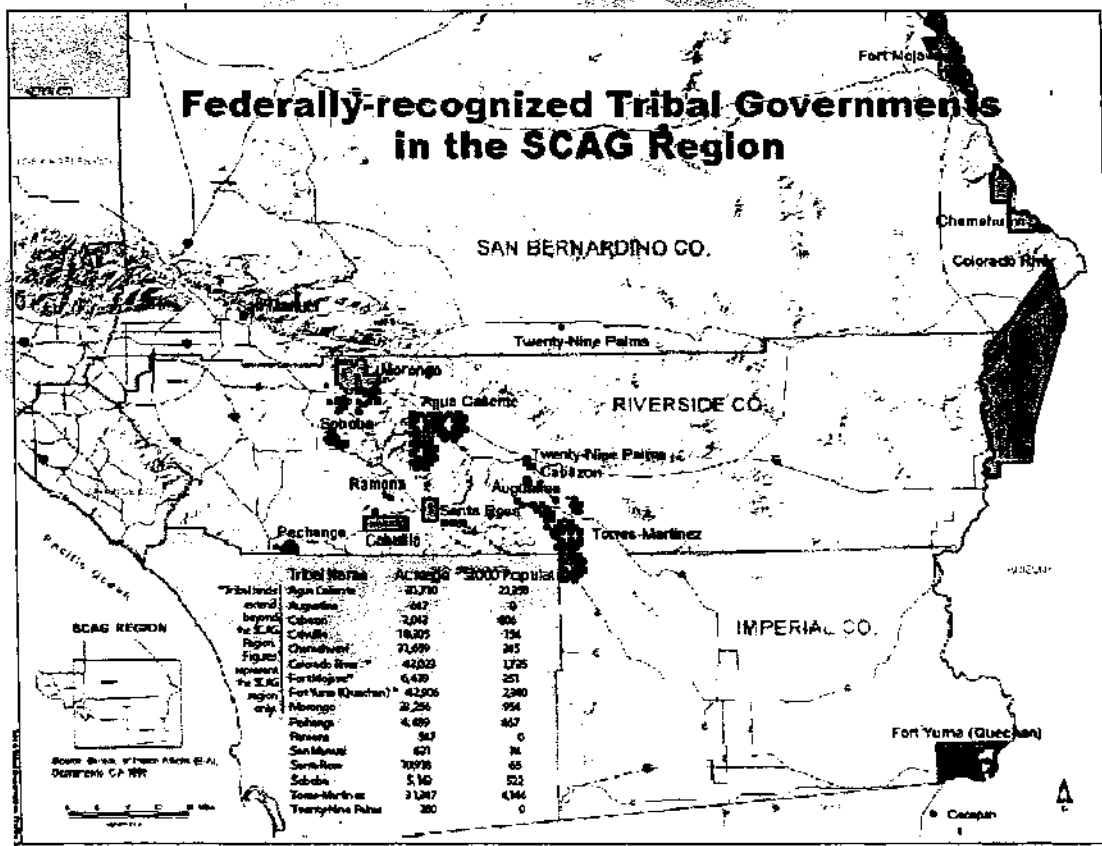
SCAG has as one of its principles the promotion of market-based solutions to protecting our natural habitat, open space, and ecologically important lands and waters in the region. It promotes the concept of conservation easements that have successfully protected wildlife habitat and open space and generates significant public benefits. Conservation easements are voluntary, legally binding agreements that limit certain types of uses or development from taking place on a piece of property while protecting the property's ecological or open-space values. We need:

- Create market-based, incentive approaches to habitat management at the urban-rural interface, such as easement rights acquisition.

TRIBAL GOVERNMENTS

Over the past several years SCAG has undertaken to increase the participation of tribal governments in its planning process. Following on a Presidential Executive Order for planning agencies to consult with tribes, SCAG included tribal participation in its Strategic Goals, and made changes to its By-laws to include representatives of the tribal governments on the Regional Council and policy committees. SCAG also pursued legislation that would permit specified tribes to join its Joint Powers agreement. That legislation passed the state legislature but was vetoed by the Governor who stated, because of the unique nature of the legislation, the measure needed additional specificity to preclude any unforeseen legal and policy consequences. We need:

- Work with the Governor's Office of Planning and Research and SCAG's tribal partners to address the participation of tribal governments as members of SCAG.



SCAG LEGISLATIVE INITIATIVES UNDER DEVELOPMENT OR BEING MONITORED

Issues categorized under "Monitor" are of interest to the Regional Council and will be tracked by SCAG. Issues included under the category "Develop" are those in which the Regional Council or its policy committees have asked SCAG staff to further develop ideas, to begin or continue efforts, or to provide more information.

COMMUNITY, ECONOMIC AND HUMAN DEVELOPMENT

Develop

- Participate in the development of legislation related to the jobs-housing balance including, but not limited to, CALCOG growth policies, construction defect litigation and water availability ^{2%}.
- Encourage cities and counties to adopt land use policies that help the SCAG region achieve air quality conformity and transportation system performance ^{2%}.

Growth and Land Use

Develop

- Foster a dialogue with the education community about addressing the physical needs of schools in relationship to SCAG's growth and land use policies.

TRANSPORTATION

Transportation Financing

Develop

- Continue face-to-face discussions with state and federal legislators from the region about Southern California's long-term transportation requirements and the funding options needed to address these requirements.
- Participate in the development of revenue mechanisms and strategies to finance major regional projects contained in the adopted 2004 RTP, including proposals to increase transportation funding through user fees and sales taxes on motor vehicle fuels and by adjusting the fuel excise tax rate to maintain historical purchasing power.
- Evaluate the merits of a regional gas tax/user fee measure and the institutional framework necessary to implement and manage it.

Monitor

- Monitor legislation that modifies modeling practices or imposes new standards upon transportation modeling agencies to ensure state of the art practices are developed and maintained.

- Monitor legislation providing for a regional airport system and improved ground access program funding in the reauthorization of the Aviation Investment and Reform Act for the 21st Century (AIR-21).

Security and Emergency Preparedness

Develop

- Serve as a forum where policy and plans can be discussed and coordinated. In coordination with federal, state, local agencies, and other Stakeholders, engage as a MPO to facilitate:
 - Integration of safety and security into the transportation planning process.
 - Deployment of advanced technologies that enhance transportation security.
 - Rapid repair of transportation infrastructure in the event of a natural or man-made disaster the continuation of government services in affected area(s) during the recovery period.

ENERGY AND ENVIRONMENT

Air Quality

Monitor

- Monitor air quality issues affecting the SCAG region.
- Monitor legislation or regulations pertaining to power plants located on the Mexican side of the U.S./Mexico border and to their negative effect on air quality in the SCAG region.
- Encourage efforts by the federal, state and local governments of the United States and Mexico to formulate an agreement establishing common environmental standards for the US/Mexico border.
- Encourage the installation and maintenance of California Best Available Control Technologies (BACT) on power plants in neighboring states and on the Mexican side of the US/Mexico border.

CEQA Reform and Environmental Streamlining

Develop

- Build federal, state and local stakeholder support, including public and private interests, for environmental streamlining.

Monitor

- Monitor energy legislation relating to energy efficient building standards, renewable energy resources, utility restructuring, and electricity transmission.
- Monitor transportation fuel issues affecting the region.

Develop

- Encourage state efforts to develop energy goals and coordinate local initiatives to provide reliable, secure and safe energy at the lowest possible cost.

Monitor

- Monitor state and federal legislation that affects the management of wilderness habitat, urban habitat, endangered species, and recreational open space.

Develop

- Encourage the development of state and federal legislation that better integrates habitat conservation planning with regional transportation and land use development plans ^{2%}.
- Encourage the development of state legislation that supports the better integration of science into habitat and open space management.
- Encourage the development of state legislation that incentivizes the preservation of agricultural lands subject to urbanization pressures ^{2%}.

Develop

- Encourage the development of state and federal incentives to promote urban infill development, as proposed in the Compass Implementation Framework ^{2%}.

Energy

Habitat and Open Space

Sustainability

Waste Management

Monitor

- Monitor state legislation that proposes changes to solid waste diversion mandates, establishes new mandates for solid waste management including electronic waste, or changes municipal recycling procedures.
- Monitor state legislation that proposes changes to the management and handling of hazardous waste.
- Monitor federal legislation that proposes changes to the management and handling of solid waste.
- Monitor California Integrated Waste Management Board (CIWMB) regulatory actions, including issues regarding specific types of waste, alternative daily cover, tipping fees, and markets for recyclable materials.

Develop

- Encourage the development of state legislation and regulations to create incentives for the deployment of innovative recycling and conversion technology projects.
- Encourage the development of state legislation that create incentives for the recycling and reuse of building demolition debris.

Monitor

- Monitor developments in the Bay Delta and on the Colorado River to ensure that the quantity and quality of Southern California water supplies are appropriately protected.
- Track state legislation and regulatory action and litigation concerning regional water impairments and water supplies.

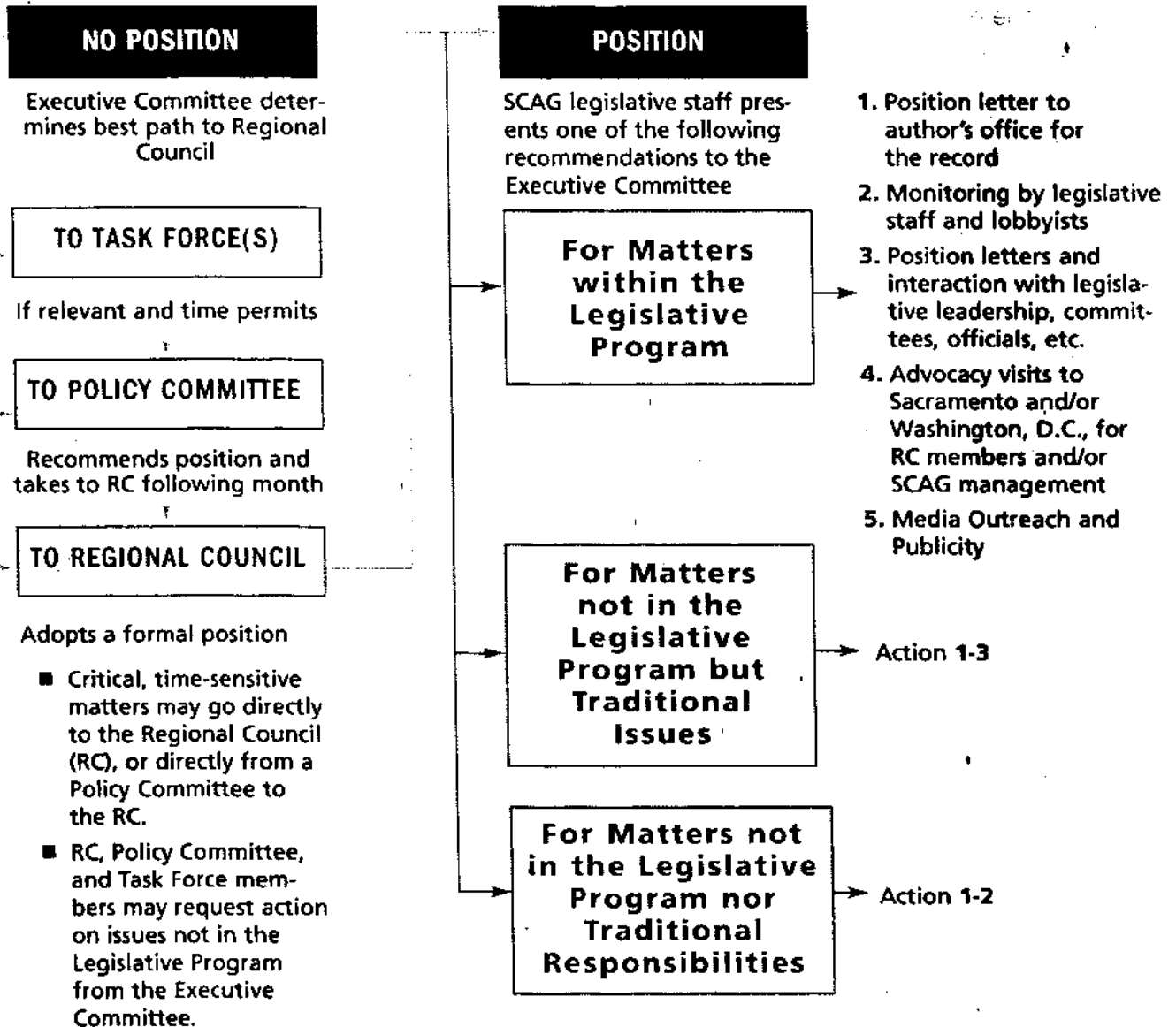
Water

SOUTHWEST ALLIANCE

Develop

Study legislation that corresponds with SCAG's ongoing efforts to develop the Southwest Passage, a multi-state goods movement trade corridor along the I-10, and the Southwest Compact, a coalition of states sharing goods movement and economic development interests.

The Regional Council establishes SCAG's official policies on all legislative and regulatory matters to the Regional Council (RC), or directly from a Policy Committee to the RC.

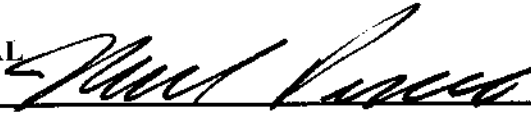


SCAG staff facilitates Legislative Program implementation with Policy Committee workshops and legislative matrices for Policy Committees and the Regional Council.

REPORT

DATE: December 14, 2006
TO: Energy and Environment Committee
FROM: Sheryll Del Rosario, Associate Planner, (213) 236-1879,
delrosar@scag.ca.gov
SUBJECT: Regional Comprehensive Plan (RCP) Air Quality Chapter

EXECUTIVE DIRECTOR'S APPROVAL



RECOMMENDED ACTION:

Release for public review and input the Regional Comprehensive Plan (RCP) Air Quality Chapter preliminary outcomes, and direct staff to perform technical refinements.

SUMMARY:

The Regional Comprehensive Plan (RCP) Task Force is guiding staff in developing preliminary performance outcomes for each of the nine chapters included in the plan. At their October meeting, the task force recommended preliminary outcomes and strategies for the Air Quality Chapter. At this time, the task force and staff are asking for approval to initiate a public input and review process for the proposed outcomes and strategies.

BACKGROUND:

The development of the RCP has proceeded through several stages, including process design and approach, policy compilation and review, and development of preliminary action plans. The process calls for the crafting of specific quantified performance outcomes as a central feature in each chapter. The outcomes represent the region's desired future position among a range of factors. Subsequent to defining these outcomes, the planning process will focus on crafting strategies to assure that the outcomes are achieved.

The RCP Task Force has recommended approval for the preliminary outcomes described in the attachment. Pending action from the Energy and Environment Committee, staff will seek input from cities, counties, sub-regions, other regions, and various other stakeholders and experts on whether these outcomes are appropriate, achievable, and a good representation of the policy priorities of the region.

Outcomes at this stage should be viewed as preliminary, and refinements will continue to be made based on input from stakeholders and based on technical considerations. Further, at the point when outcomes are developed for all chapters, staff will work with the Task Force to integrating outcomes and strategies across multiple plan topics.

In approximately six months, staff will present refinements to the outcomes and strategy along with the final draft of the chapter. The final RCP is scheduled to be adopted along with the Regional Transportation Plan (RTP) in December 2007.

REPORT

FISCAL IMPACT:

Work performed for the Regional Comprehensive Plan is included in the current year SCAG Overall Work Program (07-025.scgs1) under Air Quality/Conformity.

Attachments:

Presentation

Draft Outline

Performance Outcomes and Strategy – Initial Proposal

Reviewed
by:



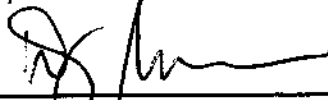
Division Manager

Affirmed
by:



Department Director

Affirmed
by:



Chief Financial Officer

SCAG Regional Comprehensive Plan

Air Quality Chapter

Energy and Environment Committee
12.14.06



Activities

■ Regional Comprehensive Plan (RCP) Task Force Updates

- May 22, 2006 → Draft chapter outline
- October 9, 2006 → Proposed outcomes and strategies

■ Preliminary Draft

- Available on the website



Policy Objective

Minimize Adverse Air Quality Impacts
Resulting from Local Land Use
Decisions



Performance Outcomes

- Outcomes are preliminary
- Additional refinements to be made
- Continue to work with RCP Task Force



Performance Outcomes

1. Implement Local Land Use Policies that Minimize Incompatible Land Use

Description:

- Establish policies that minimize exposure of sensitive receptors

Proposed Quantified Outcome:

- 100% of cities/counties and local land use agencies adopt and/or update policies in regulatory planning documents

Data Considerations:

- Obtain information on region's general plans, zoning ordinances, land use permitting processes, etc.



Performance Outcomes

2. Reduction in Vehicle Miles Traveled (VMT) per household

Description:

- Reduction in mobile source emissions by reducing vehicle trips and VMTs through local and regional land use decisions

Proposed Quantified Outcome:

- 10% reduction from current conditions

Data Considerations:

- Development of benchmarking, program assessment, evaluation and monitoring guidelines for applicable local and regional land use decisions



Performance Outcomes

3. Decrease the Region's Consumption of Fossil Fuels; Increase Percentage of Alternative/Renewable Fuels

Description:

- Reduce fossil fuel use and increase percentage of alternative/renewable fuel uses by both transportation and residential/industrial users

Proposed Quantified Outcome*:

- 20% reduction from current conditions in fossil fuel use
- 20% increase from current conditions in use of alternative/renewable fuels

Data Considerations*:

- Staff will work with the designated energy consultant and regulatory agencies, such as California Energy Commission (CEC), Southern California Edison (SEC), etc.

*Consistent with Energy Chapter

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

Proposed Strategies

Develop Air Quality Elements Applicable to General Plans, Zoning Ordinances, and Design Standards

- Development of a set of air quality policies/strategies applicable to regulatory planning documents, such as general plans, zoning ordinances, and design standards

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

Proposed Strategies

Follow CARB/AQMD Guidance for Land Use Decisions

- Utilize the policy recommendations contained in:
 - CARB's *Air Quality and Land Use Handbook: A Community Health Perspective*
 - AQMD's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*

SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

Proposed Strategies

Implement Compass 2% Strategy

- Continued collaboration on planning and development of key strategic growth areas identified in the Compass 2% Strategy



Proposed Strategies

Develop Air Quality Improvement Criteria for Developmental Approval

- Minimum environmental requirements for developmental approval (e.g. tree planting, lighter-colored roofs and paving, bike lanes, minimum transit availability, etc.)



Proposed Strategies

Enhance Mitigation Monitoring and Reporting Pursuant to CEQA

- Enhanced monitoring and reporting procedures to ensure compliance with mitigation measures during project construction and implementation



Proposed Strategies

Strategies to Address Global Warming

- Consideration of Assembly Bill 32: Global Warming Solutions Act of 2006 (AB 32) and other global warming initiatives undertaken in the SCAG region
- Proposed RCP strategies intend to complement global warming initiatives

 SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

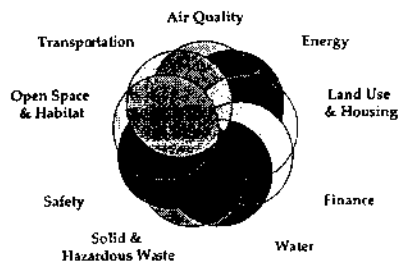
Proposed Strategies

Financial Mechanisms

- Continue efforts to develop financial mechanisms to support performance outcomes and strategies
- Examples: Pollution surcharges, user fees, container fees, etc.

 SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

Interconnections



 SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS

Questions & Comments



DRAFT AIR QUALITY CHAPTER OUTLINE

I. INTRODUCTION

- a. Brief synopsis of key issues
- b. Brief description of what will be presented in the chapter

II. EXISTING SETTING AND CONDITIONS

- a. Environmental Setting
- b. Climate and Meteorology
- c. Existing Air Quality within the SCAG Region
- d. Regulatory Environment
 - i. Federal
 - ii. State
 - iii. Local
- e. Air Quality Plans and Program
- f. Non-Attainment Areas within the SCAG Region
- g. State Implementation Plans/Transportation Conformity

III. EXISTING PLANS AND POLICIES

- a. Existing Plans
 - i. 2004 RTP/RCP Program EIR
 - ii. County Plans
 - iii. Subregional Plans
- b. Existing Policies
 - i. 1996 SCAG Regional Comprehensive Plan and Guide (RCPG)
 - ii. Regional Growth Vision
 - iii. Resolutions

IV. KEY ISSUES

- a. Key Issues
 - i. Description of key issues
 - ii. Description of Recommended Strategies to address key issues
- b. Analysis of Implications of Regional Growth Vision

V. ACTION PLAN

- a. Legislative Strategy
- b. Mitigation Strategy
- c. Analysis of Implications of Regional Growth Vision

VI. PERFORMANCE OUTCOMES AND INDICATORS

- a. Policy Objectives
 - i. Minimize adverse air quality impacts resulting from local land use decisions
- b. Performance Outcomes
 - i. Compliance with existing legal requirements
 - ii. Minimize health effects of incompatible uses
- c. Recommended Strategies
 - i. Adopt/amend air quality chapter for General Plan
 - ii. Follow CARB/SCAQMD Guidance for land use decisions
 - iii. Employ Compass 2% strategies
 - iv. Enhance mitigation monitoring and reporting pursuant to CEQA
 - v. Adopt air quality criteria for development approval (e.g., transit, vehicle-miles traveled, energy conservation, greenhouse gases, etc.)

REGIONAL COMPREHENSIVE PLAN Air Quality Chapter

Performance Outcomes and Strategy – Initial Proposal

DESCRIPTION: The initial performance outcomes and strategy included in this proposal were approved by the RCP Task Force. Action by the Energy and Environment Committee (EEC) would direct staff to make technical refinements, and to seek input and participation from stakeholder and interested parties. At the conclusion of this public participation phase (approximately 6 months), staff will make a final proposal to the Regional Comprehensive Plan (RCP) Task Force, EEC, and the Regional Council (RC).

The Performance Outcomes will be the central feature of each RCP Chapter. They establish the goals for the plan, and define the region's values across the range of planning and resource categories covered by the plan. Outcomes should be ambitious but achievable. In some cases, outcomes will be consistent with various requirements in established regional planning processes. In these cases, the RCP outcome will be at least as stringent as the existing requirement.

Outcomes at this stage should be viewed as preliminary, and refinements will continue to be made based on input from stakeholders and based on technical considerations. Further, at the point when outcomes are developed for all chapters, staff will work with the RCP Task Force to integrate outcomes and strategies across multiple plan topics.

AIR QUALITY CHAPTER POLICY OBJECTIVE:

Air pollution is a regional problem. The U.S. Environmental Protection Agency (EPA), the California Air Resources Board (ARB), and the local air quality management districts are the main agencies with legal mandates to protect the public from exposure to air contaminants, including both regional air pollutants and localized air toxics. These agencies have adopted comprehensive air quality regulations and related programs to achieve improved air quality and reduce air contaminant exposure risks. SCAG also has ongoing planning efforts intended to improve air quality such as the Regional Transportation Plan, Goods Movement Program, and Compass 2% Strategy. With the intention of complimenting these existing programs, the RCP air quality chapter's policy objective is to minimize adverse air quality impacts resulting from local land use decisions.

PERFORMANCE OUTCOMES:

1. Outcome: Implement local land use policies that minimize incompatible land uses

- a) **Description:** Establish policies that minimize exposure of sensitive receptors and sites (e.g. schools, hospitals, and residences) to major sources of air pollution, specifically diesel particulate matter (PM) emissions, such high-traffic freeways and roads, rail yards, ports, and industrial facilities.
- b) **Initial Proposed Quantified Outcome:** 100% of cities/counties and local land use agencies adopt and/or update policies in general plans, zoning ordinances,

business licensing, and related land use permitting processes that address potential adverse health risks associated with incompatible land uses.

- c) **Data considerations:** Obtain information on general plan, zoning, business licensing, and land use permitting processes data from all cities and counties in SCAG region must be obtained and analyzed.

2. Outcome: *Reduction in Vehicle Miles Traveled (VMT) per household*

- a) **Description:** Reduce mobile source emissions by reducing vehicle trips and VMTs through local and regional land use decisions that consider balanced and efficient growth and transportation patterns.
- b) **Initial Proposed Quantified Outcome:** 10% reduction from current conditions (consistent with proposed goals in Land Use and Housing Chapter)¹.
- c) **Data considerations:** Development of benchmarking, program assessment, evaluation and monitoring guidelines for applicable local and regional land use decisions.

3. Outcome: *Decrease the region's consumption of fossil fuels; increase percentage of alternative/renewable fuels*

- a) **Description:** The region's goal should be to reduce fossil fuel use and increase percentage of alternative/renewable fuel uses by both transportation and residential/industrial users.
- b) **Initial Proposed Quantified Outcome:** (consistent with proposed goals in Energy Chapter).
 - 20% reduction of fossil fuel use from current conditions²;
 - 20% increase in use of alternative/renewable from current conditions³
- c) **Data considerations:** Staff will work with the designated energy consultant and regulatory agencies, such as California Energy Commission (CEC), Southern California Edison (SEC), and etc.

PROPOSED STRATEGIES:

- **Development of air quality elements for general plans, zoning ordinances, and design standards**

SCAG will develop a set of air quality policies/strategies applicable to different types of regulatory documents, such as general plans, zoning ordinances, and design standards. General plans and zoning ordinances can be used to minimize incompatible land uses by incorporating air quality considerations into these documents.

¹ 10% is proposed as an aggressive initial proposal. Can be scaled in accordance with input and scenarios considered for the RTP.

² 20% is proposed as an aggressive initial proposal. Can be scaled in accordance with input and scenarios considered for the RTP. Staff will continue to work with the energy consultant on this issue.

³ 20% is proposed as an aggressive initial proposal. Can be scaled in accordance with input and scenarios considered for the RTP. Staff will continue to work with the energy consultant on this issue.

- **Follow CARB/SCAQMD Guidance for land use decisions**

Utilize the policy recommendations contained in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective* and the South Coast Air Quality Management District's *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*. These guidance documents provide a comprehensive examination of land use policies as they relate to air quality and community health, including suggested land use policies and strategies for improved decision-making.

- **Implement Compass 2% Strategy**

SCAG will continue working with individual jurisdictions to collaborate on planning and development of key strategic growth areas identified in the Compass 2% strategy. Specifically, SCAG will:

1. Continue initiating Compass demonstration projects in critical growth opportunity areas.
2. Target local governments to align their plans with the Compass Vision.
3. Provide local governments, subregions and transportation commissions with inter-regional partnership program tools.
4. Conduct extensive public education, training and outreach program.
5. Establish benchmarking, program assessment, evaluation and monitoring guidelines.

- **Develop air quality improvement criteria for development approval**

This strategy intends to require minimum environmental requirements for developmental approval (e.g. tree planting, lighter-colored roofs and paving, bike lanes, minimum transit availability, etc.). These requirements are linked to development approval and are required prior to CEQA mitigation measures.

- **Enhance mitigation monitoring and reporting pursuant to CEQA**

The existing CEQA Mitigation Monitoring and Reporting requirements are intended to ensure compliance with mitigation requirements identified in Environmental Impact Reports. Enhanced monitoring and reporting procedures should be adopted to ensure compliance with mitigation measures during project construction and implementation.

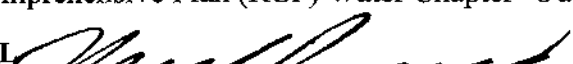
- **Strategies to Address Global Warming**

The RCP will consider Assembly Bill 32: Global Warming Solutions Act of 2006 (AB 32), signed by Governor Schwarzenegger and other global warming initiatives undertaken in the SCAG region to address the issue of global warming. The strategies proposed for air quality, energy, and land use/housing in the RCP will complement the adopted and proposed statewide and regional global warming strategies.

- **Financial Mechanisms**

SCAG will continue efforts to develop financial mechanisms that provide monies to develop infrastructure while achieving the outlined performance outcomes and recommended strategies (e.g. pollution surcharges, user fees, container fees, etc.)

REPORT

DATE: December 14, 2006
TO: Energy and Environment Committee
FROM: Daniel E. Griset, Program Manager, (213) 236-1895, griset@scag.ca.gov
SUBJECT: Regional Comprehensive Plan (RCP) Water Chapter- Outcomes and Strategy
EXECUTIVE DIRECTOR'S APPROVAL 

RECOMMENDED ACTION:

Release the Regional Comprehensive Plan (RCP) Performance Outcomes and Strategies for the Water Chapter for review and input, and direct staff to perform technical refinements.

SUMMARY:

The Regional Comprehensive Plan (RCP) Task Force is guiding staff in developing preliminary performance outcomes for each of the nine chapters included in the plan. At their November meeting, the task force recommended preliminary outcomes and strategies for the Water Chapter. At this time, the task force and staff are asking for approval to initiate a public input and review process for the proposed outcomes and strategy.

BACKGROUND:

The development of the RCP has proceeded through several stages, including process design and approach, policy compilation and review, and development of preliminary action plans. The process calls for the crafting of specific quantified performance outcomes as a central feature in each chapter. Subsequent to defining the outcomes, the planning process will focus on developing strategies to assure that the outcomes are achieved.

The RCP Task Force has recommended approval for the preliminary outcomes described in the attachment. Pending action from the EEC, staff will seek further input from cities, counties, sub-regions, and other regions, and various other stakeholders and experts on whether these outcomes are appropriate, achievable, and a good representation of the policy priorities of the region.

Outcomes at this stage should be viewed as preliminary, and refinements will continue to be made based on input from stakeholders and based on technical considerations. Further, at the point when outcomes are developed for all chapters, staff will work with the Task Force to integrating outcomes and strategies across multiple plan topics

In approximately six months, staff will present refinements to the outcomes and strategy along with the final draft of the chapter. The final RCP is scheduled to be adopted along with the Regional Transportation Plan (RTP) in December 2007.

DOC#128973/EEC

December 2006

11/15/2006 2:30 PM


REPORT

FISCAL IMPACT:

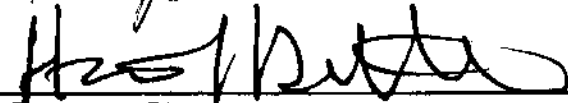
Work performed for the RCP is included in the current year Overall Work Program (07-035.SCGS1).

Attachment: Performance Outcomes and Strategy - Initial Proposal


Reviewed
by:


Division Manager

Affirmed
by:


Department Director

Affirmed
by:


Chief Financial Officer

REGIONAL COMPREHENSIVE PLAN

Water Resources and Policy Chapter

Performance Outcomes and Strategy – Initial Proposal

November 2006

DESCRIPTION

The initial performance outcomes and strategy included in this proposal are being put forward for consideration by the Energy and Environment Committee (EEC), at the recommendation of the RCP and Water Policy Task Force. Action by the EEC would direct staff to make technical refinements, and seek input and participation from stakeholders and interested parties. At the conclusion of this public participation phase (approximately 6 months), staff will bring a final proposal to the RCP Task Force as well as the Water Policy Task Force, and subsequently, the EEC and the Regional Council. The purpose of the Chapter is to establish regional goals and an action plan, including performance indicators that will measure progress in the management of water resources within the SCAG Region.

Clean and reliable water in our watersheds is essential to the quality of life in our growing region. The projected growth in population and employment is certain to increase the water challenges the region will face in the coming years. Some of these challenges include the increase of stormwater and urban runoff pollution, limited interagency collaboration and initiatives within shared watershed, the continuing need to import water supplies from watersheds beyond the region, and the shortage of natural spaces within the urban land use plans. In addition, the region has aging water infrastructure systems, uneven water conservation success and a lack of dedicated funding for water projects and operations.

The overall Chapter objective is to encourage the creation and growth of environmentally sustainable communities, in which planning and policies support the sound development and management of water resources and encourage economic vitality throughout the region.

The following are the initial and proposed Chapter Outcomes:

OUTCOME #1: Waterwise Land Use and Local Policies

Description: Local land use policies and practices are established to prevent flooding risks, maximize stormwater capture and minimize water impairments in the SCAG region.

Initial Proposed Quantifiable Outcome¹:

- Increased inclusion of natural areas in land use plans for water infiltration and cleaning
- Increased percolation and stormwater capture for infiltration and reuse

Data Considerations: Local water resources plans

OUTCOME #2: Integration of Water Management Planning Within the Region

Description: Use of integrated water management planning by governments within all watersheds in the region.

Initial Proposed Quantifiable Outcome¹:

- Increased implementation of integrated projects developed through comprehensive watershed management plans
- Increased local government participation in integrated water management plans and projects

Data Considerations: Urban Water Management Plans, Basin Plan (s) Department of Water Resources (DWR), etc.

¹ All indicators will be based on current conditions. Current conditions will be based on 2005 data.

OUTCOME #3: Water Conservation and Stewardship Throughout the Region

Description: Water conservation policies and stewardship practices are used throughout the SCAG region in order to reduce the waste of potable water and increase reclamation and reuse.

Initial Proposed Quantifiable Outcome¹:

- Increased implementation of habitat conservation plans and constructed wetlands
- Increased percolation and stormwater capture for infiltration and reuse
- Increased use of locally-sustainable plantings and landscapes
- Increased use of weather-based (evapotranspiration controlled) irrigation systems in communities
- Increased use of tiered water rates to constrain water use
- Increased implementation of water recycling projects

Data Considerations: City and County Water Conservation Programs/documentation, City and County water resources departments (Public Works), Environmental Protection Agency (EPA), Regional Water Quality control Board (RWQCB), etc.

OUTCOME #4: Waterwise Transportation Planning Within the Region

Description: Planning, implementation and operation of transportation projects that reduce stormwater risks and polluted runoff. **Initial Proposed Quantifiable Outcome¹:**

- Reduced water impairment listings involving areas with transportation facilities that require pollution control plans (TMDLs)
- Ongoing monitoring of water quality around transportation facilities throughout the region
- Development of standardized mitigation approaches for transportation projects

Data Considerations: City and County water resources departments (Public Works), EPA, RWQCB.

OUTCOME #5: Water Supply Reliability for the Region with New Storage Facilities

Description: Encourage water resources planning that includes new water storage (both surface and groundwater) to mitigate the impacts of climate change and improve water reliability and flood risks.

Initial Proposed Quantifiable Outcome¹:

- Lowered per capita consumption of potable water with increased efficiency and reuse
- Increased water storage capacities with new surface and groundwater reservoirs
- Use of flood control measures in areas with substantial flooding risks
- Increased per capita production of local water supplies within the region

Data Considerations: City and County Governments, General Plans, Basin Plan(s), RWQCB, etc.

STRATEGY & ACTION PLAN

Local Land Use Policies

As the SCAG 2% Strategy Plan moves forward, SCAG will work with individual jurisdictions to better link their land use and water resources planning and development. Some of the strategies will include:

- Implementation of open space and green belts within new and infill developments for water cleaning and infiltration
- Implementation of street designs that retain and infiltrate stormwater runoff (City of Downey, Village Homes in Davis, CA are examples)
- Requirements to use native and drought-tolerant landscaping
- Incentives for water retention features such as cisterns and other small systems

Education and Outreach Programs

SCAG will support the development and implementation of public education and outreach efforts at the local level regarding watershed management for community leaders and educators. In addition, SCAG will encourage the implementation of these policies at schools (K-12). The main strategic action will be:

- Implementation of watershed education and outreach programs for community leaders and educators

Water Quality

SCAG staff will encourage and support efforts to improve the water quality in our region's watershed by engaging in the following actions:

- Implementation of integrated watershed management plans and governance
- Issuance of discharge permits on a watershed basis
- Improved coordination of water quality regulations with watershed and community institutions
- Improvement of water quality in the State Water Project
- Reduction of salt levels in the Colorado River Aqueduct supplies
- Implementation of watershed assessments within the region

Water Supply, Reliability and Storage

SCAG staff will encourage water resources planning to include storage and supply, as well as reliability and flood protection. The following actions will contribute to success in this area:

- Increased water conservation and water recycling programs (i.e., desalters)
- Increased use of groundwater storage and the development of new storage capacities. (This could include development and implementation of infiltration, recharge and injection technologies.)
- Increased water storage capacities consistent with regional water reliability

Advanced Water Management Techniques

Water management and technological advances are key components to conserve water and, therefore, be consistent with local planning, such as General Plans. Therefore, SCAG staff encourages the following actions:

- Continuation of ocean desalination research
- Greater use of voluntary water transfers between basins

Water & Energy Relation

SCAG staff will encourage a regionwide water-energy conservation effort in order to achieve incremental energy benefits for water and energy utilities. For this, staff proposes the following action:

- Increased generation of renewable energy supplies in the water system.

Finance Incentives

SCAG will support policies that create incentives for local agencies and other stakeholders to pursue these water management and stewardship objectives.

SUMMARY - DRAFT INDICATORS

As a basis for creating some measurements of progress towards envisioned regional goals or outcomes, staff has identified the following draft indicators:

- Reduced water impairment listings requiring pollution control plans (Total Maximum Daily Loads, or TMDLs)
- Reduced salt and organic pollutant levels in imported water supplies
- Increased implementation of integrated projects developed through watershed management plans
- Ongoing monitoring of water quality throughout the region
- Lowered per capita consumption of potable water with increased efficiency and reuse
- Increased water storage capacities in surface and groundwater reservoirs
- Increased implementation of habitat conservation plans and constructed wetlands
- Increased percolation and stormwater capture for infiltration and reuse
- Reduced use of water for air conditioning coolant
- Increased inclusion of natural areas in land use plans for water infiltration and cleaning
- Increased use of locally-sustainable plantings and landscapes
- Use of flood control measures in areas with substantial flooding risks
- Increased per capita production of local water supplies within the region

- Increased water reclamation and reuse
- Reduced beach closures owing to health risks from polluted runoff
- Increased use of weather-based (evapotranspiration controlled) irrigation systems in communities
- Increased use of tiered water rates to constrain water use
- Local government participation in integrated water management plans and projects

MEMO

DATE: December 14, 2006
TO: Energy and Environment Committee (EEC)
FROM: Jacob Lieb, Program Manager, (213) 236-1921, lieb@scag.ca.gov
SUBJECT: 2007 Regional Transportation Plan Program Environmental Impact Report Approach

BACKGROUND:

For each update of the Regional Transportation Plan (RTP), SCAG prepares a Program Environmental Impact Report (PEIR) as required by the California Environmental Quality Act (CEQA). At this time, staff is seeking input and discussion on a preliminary approach for the PEIR.

In brief, requirements for the PEIR for a plan of this type include:

- A project description,
- A range of reasonable alternatives,
- An identification and analysis of the impacts on the environment for each alternative,
- Identification of feasible mitigation for environmental impacts.

Preliminary discussions for the 2007 RTP PEIR have raised issues that may warrant special attention in the preparation and presentation of environmental review. Of note, participants in the October 5, 2006 Joint Policy Workshop on the Regional Comprehensive Plan expressed interest in energy supply issues being a major feature of the document.

At this stage, SCAG staff is forwarding basic approach and assumptions under consideration for the PEIR and soliciting input from the Energy and Environment Committee. Staff will seek action on a more specific proposal at a future meeting.

Project Description:

As discussed in prior meetings, staff may prepare a single PEIR for both RTP and the Regional Comprehensive Plan (RCP). This decision will affect how the project is defined. In broad terms, the project description will describe a plan that guides future urban form and the infrastructure and systems that support that urban form. In other words, the plans (or plans) will be about growth and development, and how transportation infrastructure, water, energy, waste management and other systems can work in concert to manage that growth. The project description will encapsulate the major policy direction of SCAG's planning efforts – compact and mixed-use development in strategic locations, balancing jobs and housing, and targeted improvements to transportation infrastructure.

Alternatives:

The selection of alternatives is a key step in creating a meaningful environmental document. As such, SCAG should endeavor to devise a set of alternatives that encompasses the potential policy options for the Regional Council's consideration. Staff, at this time, envisions a set of alternatives that will include the following:

- The proposed plan (either the RTP, or the combined RTP/RCP)
- More intensive urbanization and transit expansion than envisioned in the plan
- Public comment or other alternative to be determined
- No project alternative (extrapolated regional urban form from existing local plans)

MEMO

Impact Analysis:

As described above, SCAG will identify significant impacts on the environment as required by law. However, SCAG can place particular emphasis in this analysis on areas of interest to the EEC and the Regional Council. As such, staff proposes to measure the energy supply and demand impacts associated with assumptions and activities in the RTP and RCP, such that the energy performance of alternatives can be weighed in decisions. A consultant engaged as part of the RCP process will contribute to this analysis.


Mitigation:

Staff plans to build off the mitigation program crafted for the 2004 RTP PEIR. As such, staff has begun a process of consulting with interested stakeholders to receive input on existing mitigation measures and suggestions for how they might be strengthened. Further, the RCP will identify resources intended to implement mitigation for the RTP and RCP as well as for consistent plans adopted by regional, sub-regional, and local partners.

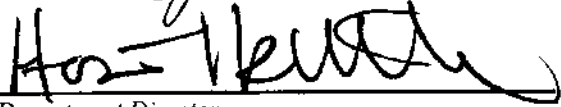
FISCAL IMPACT:

Staff work performed in preparation for the 2007 RTP Program Environmental Impact Report (PEIR) is included in the Overall Work Program (07-020.scgs1)

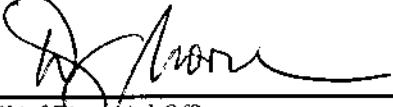
Reviewed
by:


Division Manager

Reviewed
by:


Department Director

Reviewed
by:


Chief Financial Officer

MEMO

DATE: December 14, 2007

TO: Energy & Environment Committee
Transportation & Communication Committee

FROM: Jonathan Nadler, Program Manager, (213)236-1884, nadler@scag.ca.gov

SUBJECT: California Global Warming Solutions Act of 2006

BACKGROUND:

Historically, atmospheric gases such as water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), ozone (O₃), halocarbons (HFC's) and others have trapped terrestrial radiation in the Earth's atmosphere, which has maintained a temperature and climate hospitable to life over much of the Earth. This is a condition known as the "greenhouse effect." Different greenhouse gases have different effects on the Earth's energy balance.

Greenhouse gas emissions resulting from human activities are substantially increasing the atmospheric levels of the greenhouse gases. Carbon dioxide emissions have increased 30% during the past century largely due to fossil fuel combustion which produces the largest amount of CO₂ emissions (about 80% of United States GHG emissions and about 87% of California emissions). In California, approximately 43% of the CO₂ emissions come from cars and trucks. Methane emissions have doubled in the past 100 years. Over the same period, nitrous oxide levels have risen about 15%. Agriculture is a major source of both methane and nitrous oxide, with additional methane coming primarily from landfills. Halocarbons are another greenhouse gas. Most halocarbon emissions come from their use as refrigerants, solvents, propellant agent, and industrial processes. Manufactured compounds, like HFCs, persist in the atmosphere for long periods of time and have far greater effects at lower concentrations as compared to CO₂. Although the amount released of these compounds is small, they are very effective at trapping heat in the atmosphere.

Because of California's massive and growing economy, the state is the 12th largest emitter of carbon in the world despite leading the nation in energy efficiency standards and lead role in protecting its environment. In response, Governor Schwarzenegger has taken a lead in addressing global warming, and recently signed AB 32 by Assembly Speaker Fabian Nunez (D-Los Angeles), California's landmark bill that establishes a first-in-the-world comprehensive program of regulatory and market mechanisms to achieve real, quantifiable, cost-effective reductions of greenhouse gases.

AB 32 requires the California Air Resources Board (CARB) to develop regulations and possibly market mechanisms that will ultimately reduce California's greenhouse gas emissions by 25 percent by 2020. Mandatory caps will begin in 2012 for significant sources and ratchet down to meet the 2020 goals. In the interim, CARB will begin to measure the greenhouse gas emissions of the industries it determines as significant sources of greenhouse gas emissions. The bill also provides the Governor the ability to invoke a safety valve and suspend the emissions caps for up to one year in the case of an emergency or significant economic harm.

MEMO

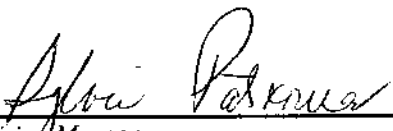
Specifically, AB 32, the California Global Warming Solutions Act of 2006, requires CARB to:

- Establish a statewide greenhouse gas emissions cap for 2020, based on 1990 emissions by January 1, 2008.
- Adopt mandatory reporting rules for significant sources of greenhouse gases by January 1, 2009.
- Adopt a plan by January 1, 2009 indicating how emission reductions will be achieved from significant greenhouse gas sources via regulations, market mechanisms and other actions.
- Adopt regulations by January 1, 2011 to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas, including provisions for using both market mechanisms and alternative compliance mechanisms.
- Convene an Environmental Justice Advisory Committee and an Economic and Technology Advancement Advisory Committee to advise CARB.
- Ensure public notice and opportunity for comment for all CARB actions.
- Prior to imposing any mandates or authorizing market mechanisms, CARB must evaluate several factors, including but not limited to impacts on California's economy, the environment and public health; equity between regulated entities; electricity reliability, conformance with other environmental laws, and ensure that the rules do not disproportionately impact low-income communities.

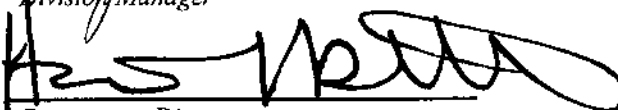
FISCAL IMPACT:

Work associated with this task is included in the current year overall work program (07-025.SCGS1)

Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer

California Global Warming Solutions Act of 2006

Jonathan Nadler, Program Manager,
Air Quality & Conformity

Energy & Environment Committee
Transportation & Communications Committee
December 14, 2006

CO2 Emissions

- CO2 emissions increased 30% during the past century
- About 80% of United States GHG emissions and about 87% of California emissions due to fossil fuel combustion
- In California, approximately 43% of the CO2 emissions come from cars and trucks.
- California is 12th largest emitter of carbon in the world

AB32 Timeline

- January 1, 2008: Statewide greenhouse gas emissions cap for 2020, based on 1990 emissions
- January 1, 2009: Mandatory reporting rules
- January 1, 2009: Adopt plan indicating how emission reductions will be achieved
- January 1, 2011: Adopt regulations

Other Requirements

- Convene an Environmental Justice Advisory Committee and an Economic and Technology Advancement Advisory Committee
- Ensure public notice and opportunity for comment for all CARB actions
- Evaluate impacts on economy, the environment and public health; equity between regulated entities; electricity reliability, conformance with other environmental laws, and ensure rules do not disproportionately impact low-income communities



Timeline - California Global Warming Solutions Act of 2006

By July 1, 2007	The State Air Resources Board (ARB) forms Environmental Justice and Economic & Technology Advancement advisory committees.
By July 1, 2007	ARB adopts list of discrete early action measures that can be adopted and implemented before January 1, 2010.
By Jan 1, 2008	ARB adopts regulations for mandatory greenhouse gas (GHG) emissions reporting. ARB defines 1990 emissions baseline for California (including emissions from imported power) and adopts that as the 2020 statewide cap.
By Jan 1, 2009	ARB adopts plan indicating how emission reductions will be achieved from significant sources of GHGs via regulations, market mechanisms and other actions
During 2009	ARB staff drafts rule language to implement its plan and holds a series of public workshop on each measure (including market mechanisms).
By Jan 1, 2010	Early action measures take effect.
During 2010	ARB conducts series of rulemakings, after workshops and public hearings, to adopt GHG regulations including rules governing market mechanisms.
By Jan 1, 2011	ARB completes major rulemakings for reducing GHGs including market mechanisms. ARB may revise the rules and adopt new ones after 1/1/2011 in furtherance of the 2020 cap.
By Jan 1, 2012	GHG rules and market mechanisms adopted by ARB take effect and are legally enforceable.
Dec 31, 2020	Deadline for achieving 2020 GHG emissions cap.

For More Information

Please contact the ARB toll-free at (800) END-SMOG/(800) 363-7664 (California only) or (800) 272-4572. For information on the ARB's Climate Change Program, visit www.arb.ca.gov/cc/cc.htm. You may obtain this document in an alternative format by contacting ARB's Americans with Disabilities Act Coordinator at (916) 322-4505 (voice); (916) 324-9531 (TDD, Sacramento only); or (800) 700-8326 (TDD, outside Sacramento).



BACKGROUND

The Greenhouse Effect And California

Simply put, the greenhouse effect compares the earth and the atmosphere surrounding it to a greenhouse with glass panes. Plants in a greenhouse thrive because the glass panes keep the air inside at a fairly even temperature day and night, and throughout the four seasons of the year.

Just as the glass lets heat from sunlight in and reduces the heat escaping, greenhouse gases and some particles in the atmosphere keep the Earth at a relatively even temperature. Greenhouse gases like carbon dioxide, methane, and nitrous oxide in our atmosphere keep the Earth's average surface temperature close to a hospitable 60 degrees Fahrenheit. Without the greenhouse effect, the Earth would be a frozen globe, with an average temperature of about 5 degrees Fahrenheit. Most life as we know it would cease.

Thus, the naturally occurring greenhouse effect is beneficial, creating a pleasant, livable environment on the Earth. Natural levels of greenhouse gases have changed in the past. However since the start of the industrial revolution, the rate of increase has accelerated markedly because of the use of machines powered by fossil fuels like coal and oil.

There appears to be a close relationship between the concentration of greenhouse gases in the atmosphere and global temperatures. The burning of fossil fuels produces large amounts of carbon dioxide as well as other pollutants. Many of these pollutants absorb infrared energy that would otherwise escape from the Earth. As the infrared energy is absorbed, the air surrounding the earth is heated. An overall warming trend has been recorded since the late 19th century, with the most rapid warming occurring over the past two decades. The 10 warmest years of the last century all occurred within the last 15 years. It appears that the decade of the 1990s was the warmest in human history, and preliminary information is pointing to 2002 possibly being the warmest year on record. Global warming is changing the Earth's climate.

While the evidence for climate change is overwhelming, it is impossible to predict exactly how it will affect California's ecosystems and economy in the future. There are, many areas of concern.

As the average temperature of the Earth increases, weather is affected. Rainfall patterns change. Droughts and flashfloods are likely to become more frequent and intense. Mountain snowcaps will continue to shrink. Climate change and the resulting rise in sea level are likely to increase the threat to buildings, roads, powerlines, etc. Agricultural patterns will change as crops and productivity shift along with the climate change. Physical changes such as these impact California's public health, economy and ecology.

We can expect to see worsening air quality, an increase in the number of weather-related deaths, and a possible increase in infectious diseases. Higher temperatures contribute to increased smog, which is damaging to plants and humans. Climate change also affects forests in ways that increase fire hazards and make forests more susceptible to pests and diseases.

One area of considerable concern is the effect of climate change on California's water supply. During the winter, high in the Sierra Nevada, snow accumulates in a deep pack, preserving much of California's water supply in "cold storage" for the hot, dry summer. If winter temperatures are warmer however, more precipitation will fall as rain, decreasing the size of the snowpack. Heavier rainfall in the winter could bring increased flooding. Less spring runoff from a smaller snowpack will reduce the amount of water available for hydroelectric power production and agricultural irrigation. Evidence of this problem already exists. Throughout the 20th century, annual April to July spring runoff in the Sierra Nevada has been decreasing, with water runoff declining by about ten percent over the last 100 years.

Another predicted outcome of climate change, a rise in sea level, is already being seen in California, with a 3 - 8 inch rise in the last century. This can lead to serious consequences for the large populations living along California's coast. Sea level rise and storm surges can lead to flooding of low-lying property, loss of coastal wetlands, erosion of cliffs and beaches, saltwater contamination of drinking water, and damage to roads and bridges.

Higher temperatures also cause an increase in harmful air emissions -- more fuel evaporates, engines work harder, and demands for electric power increase along with an increase in power plant air pollution. Air pollution is also made worse by increases in natural hydrocarbon emissions from vegetation during hot weather. High temperatures, strong sunlight, and a stable air mass are ideal for formation of ground-level ozone, the most health-damaging constituent of smog. As the temperature rises and air quality diminishes, heat related health problems also increase.

While carbon dioxide is the greenhouse gas emitted in the largest quantity, other greenhouse gases such as methane, nitrous oxide, and hydrofluorocarbons also contribute to climate change. Many greenhouse gases have lifetimes of decades or even centuries in the atmosphere, so the problem cannot be eliminated quickly. Thus, the problems we are experiencing today do not accurately represent the full effects we may see years from now based on current levels of greenhouse gases.

The United States has the highest emissions of greenhouse gases of any nation on Earth. In California, more than half of the fossil fuel emissions of carbon dioxide are related in some way to transportation. Fossil fuel combustion accounts for 98 percent of carbon dioxide emissions.

To lessen the State's contribution to climate change, California needs to start now - to develop integrated strategies that will reduce traffic congestion, criteria air pollutants, and emissions of greenhouse gases from mobile sources. To learn more about greenhouse gases and climate change, access the ARB's Internet site on these subjects at www.arb.ca.gov.

For More Information:

Call our Public Information Office at (916) 322-2990 or visit our website at www.arb.ca.gov



CALIFORNIA CLIMATE ACTIVITIES

California Environmental Protection Agency

The California Environmental Protection Agency (CalEPA) is responsible for coordinating amongst the various state agencies taking action to reduce greenhouse gas emissions. On June 1, 2005, Governor Schwarzenegger signed an Executive Order that established statewide greenhouse gas emission targets and directed CalEPA to lead a Climate Action Team. This Team, made up of high-level representatives from key state agencies, is charged with implementing programs and policies in the state that reduce greenhouse gas emissions.

California Air Resources Board

Transportation is the largest source of emissions in the state. The California Air Resources Board (ARB) approved motor vehicle regulations that, by 2016, will reduce greenhouse gas (GHG) emissions from new motor vehicles sold in the state by about 30 percent.

California Energy Commission

The California Energy Commission (CEC) develops and implements both building and appliance energy efficiency standards, prepares California's greenhouse gas inventory, develops transportation fuel policy and programs, and manages climate change research programs. In conjunction with the California Public Utilities Commission, the CEC also coordinates the Renewable Portfolio Standard and a variety of energy efficiency programs.

California Public Utilities Commission

In addition to coordinating with the CEC on energy efficiency programs and the Renewable Portfolio Standard, the California Public Utilities Commission (CPUC) requested that its regulated energy utilities address key issues pertaining to climate change. The CPUC requires regulated utilities to employ a "greenhouse gas adder" when evaluating competitive bids to supply energy. This adder is designed to capture the financial risk of emitting GHGs. The CPUC is also investigating the creation of a "carbon cap" on each regulated utility.

Other State Agencies

Climate change has cross-cutting effects that will impact the economy, agriculture, forests, and water resources. The California Business, Transportation and Housing Agency, Department of Food and Agriculture, Department of Forestry, Resources Agency and Department of Water Resources (DWR) are all considering programs and policies related to climate change. In its 2005 Water Plan, DWR included the impacts of climate change on water supply and quality as one of the challenges to water management.

California Climate Action Registry

The Registry is a public/private partnership created by the State of California to encourage companies, government agencies and other organizations that do business in California to voluntarily measure and report their greenhouse gas emissions. To date, the Registry has over 45 members including all major utilities, a number of California companies, cities, government entities and non-governmental organizations.

Sustainable Silicon Valley

The group of Silicon Valley manufacturers including ALZA, Calpine Hewlett-Packard, Lifescan, Lockheed, Oracle and PG&E, has pledged to reduce greenhouse gas emissions in Santa Clara County to 20% below 1990 levels by 2010.

California Cities

The Cities for Climate Protection Campaign goal is to reduce GHG emissions resulting from the burning of fossil fuels and other human activities. Over 25 California cities have joined the campaign including Los Angeles, Sacramento, San Francisco and Chula Vista.

Other California Companies

A number of companies with significant business interests in California have voluntarily reduced greenhouse gas emissions since the early 1990s. Dupont and IBM, two Fortune 500 companies, have reduced emissions by over 60%. Their actions resulted in a net savings in the billions of dollars. California is also home to numerous companies that produce technologies and products, such as solar panels, efficient lighting and hydrogen, that can be used to reduce greenhouse gas emissions.

STRATEGIES UNDERWAY IN CALIFORNIA THAT REDUCE GREENHOUSE GAS EMISSIONS

The table below lists greenhouse gas (GHG) emission reduction strategies that are already underway in California. These strategies, when fully implemented, significantly reduce greenhouse gas emissions in the state. The strategies listed here are considered "high-confidence" strategies and were evaluated by the California Climate Action Team (Team) to determine reasonable GHG targets. They will bring California half way towards meeting the 2010 target.

Strategies Already Underway in California

Lead Agency/Strategy	GHG Savings ¹ (Million Tons CO ₂ Equivalent)	
	2010	2020
Air Resources Board		
GHG Vehicle Standards (AB 1493)	1	30
Diesel Anti-idling	1	2
Energy Commission/Public Utilities Commission		
Accelerated Renewable Portfolio Std (33% by 2020)	5	11
Million Solar Roofs	0.4	3
Integrated Waste Management Board		
Zero Waste/High Recycling Programs	7	10
Energy Commission		
Full cost-effective natural gas efficiency improvements	1	6
Appliance Efficiency Standards ²	3	5
Fuel-efficient Replacement Tires & Inflation Programs	3	3
Business Transportation and Housing		
Reduced Venting and Leaks in Oil and Gas Systems	1	1
State and Consumer Services		
Green Buildings Initiative	Not yet estimated	
Air Resources Board/CalEPA		
Hydrogen Vehicles	Not yet estimated	
Total Potential Emission Reductions³	23	70

1 These are approximations that best reflect our current knowledge given a committed and coordinated effort with strong state leadership in partnership with industry.

2 Included in the baseline are the 2004 energy efficiency goals which will result in an estimated reduction of 4 million tons of GHG emissions in 2010 and 13 million tons of GHG emissions in 2020.

3 Rounding may cause this number to be slightly different than the sum of the numbers for each strategy.

It should be noted that other strategies, such as the use of biofuels and landfill methane capture and use, are still being evaluated and will be vetted internally by the agencies represented on the Climate Action Team. The Team would ultimately be responsible for determining which other strategies are most likely to be successful in the state as well as considering any additional strategies not yet evaluated. In January 2006, the Team will report to the Governor on the next group of strategies to be enacted.

MEMO

DATE: December 14, 2006
TO: Energy and Environment Committee
FROM: Jennifer Brost Sarnacki, AICP, Associate Regional Planner, (213) 236-1829, sarnacki@scag.ca.gov
SUBJECT: North Baja Pipeline Expansion Project Update

BACKGROUND:

On November 2, 2006, representatives from TransCanada presented the EEC with information on the proposed North Baja Pipeline Expansion Project. The EEC requested more information on the environmental impacts of the project. In response to the EEC's request, staff will summarize the environmental review conducted pursuant to SCAG's Intergovernmental Review (IGR) process.

Intergovernmental Review:

As the clearinghouse for regionally significant projects pursuant to Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization described in state and federal laws and regulations. SCAG staff reviews environmental documents for consistency with the Regional Comprehensive Plan and Guide, the 2004 Regional Transportation Plan, and SCAG's Compass Growth Vision. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies. CEQA requires that EIRs discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125 [d]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

Summary of the North Baja Pipeline Expansion Project:

The Federal Energy Regulatory Commission (FERC), the California State Lands Commission (CSLC), and the Bureau of Land Management (BLM) have prepared a Draft Environmental Impact Statement/Environmental Impact Reports and draft land use plan amendment (Draft EIS/EIR/plan amendment). The Draft EIS/EIR/plan amendment was prepared according to the National Environmental Policy Act (NEPA), the California Environmental Quality Act (CEQA), and the Federal Land Management and Policy Act. The FERC is the lead Federal agency for this project.

On February 7, 2006, North Baja Pipeline, LLC (North Baja), an indirect wholly owned subsidiary of TransCanada Pipelines Ltd., filed an application with the FERC seeking permission to construct, own, and operate an expansion of its existing interstate natural gas pipeline system. North Baja is also seeking FERC authorization to allow construction of additional facilities at the U.S. - Mexico border and the importation of vaporized liquefied natural gas (LNG). North Baja's proposal would involve the construction and operation of 79.8 miles of pipeline adjacent to North Baja's existing pipeline; 45.7 mile lateral pipeline; a new odorant facility; two new meter stations; modifications at North Baja's existing compressor and meter stations; and installation of new valves and internal tools. The proposed phased construction schedule would begin in 2007 and end in 2009.

MEMO

A total of 65.3 miles of the proposed pipeline would be on lands managed by the BLM. The proposed route would deviate from a designated utility corridor on BLM land and would cross the Milpitas Wash Special Management Area. Therefore, the BLM would need to amend two resource management plans: the California Desert Conservation Area Plan and the Yuma District Resource Management Plan.

With three exceptions, North Baja's proposed and/or the Agency Staffs' recommended mitigation would reduce potential environmental impacts to less than significant levels. The Agency Staffs have determined three significant unavoidable impacts would remain after all mitigation is applied. In summary, the North Baja Pipeline Expansion Project is likely to adversely affect the:


- Peirson's milk-vetch;
- Desert tortoise and its critical habitat; and
- Flat-tailed horned lizard and its habitat

As such, impacts on these three species would be considered significant. Approval of the project would be subject to a Statement of Overriding Considerations under the CEQA due to these significant unavoidable impacts that could remain after all available or feasible mitigation is applied.

FISCAL IMPACT:

The review of the North Baja Pipeline Expansion Project EIR/EIS is covered under the Environmental Planning Staff work element 07-020.SCGS1.

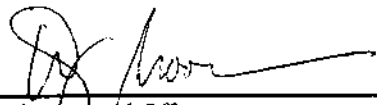
Reviewed
by:


Division Manager

Reviewed
by:


Department Director

Reviewed
by:


Chief Financial Officer

MEMO

DATE: December 14, 2006

TO: Energy and Environment Committee

FROM: Jennifer Brost Sarnecki, AICP, Associate Regional Planner, (213) 236-1829, sarnecki@scag.ca.gov

SUBJECT: Addendum to the Final Programmatic Environmental Impact Report for the 2004 Regional Transportation Plan

BACKGROUND:

In October 2006, staff presented information on the analysis conducted as part of SCAG's compliance with the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU) 23 U.S.C. et seq. The environmental staff has prepared an Addendum to the 2004 Regional Transportation Plan (RTP) Final Programmatic Environmental Impact Report (PEIR). The addendum was prepared as part of SCAG's effort to bring the 2004 RTP into compliance with the planning requirements of SAFETEA-LU. The gap analysis, or administrative modification, identifies and discusses SAFETEA-LU planning requirements that are adequately addressed in the 2004 RTP and identifies and discusses SAFETEA-LU planning requirements that may not be fully addressed as required by SAFETEA-LU.

Basis for the Addendum:

When an EIR has been certified and the project is modified or otherwise changed after certification, additional review may be necessary pursuant to the California Environmental Quality Act (CEQA). The key considerations in determining the need and appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and CEQA Guidelines Sections 15162, 15163 and 15164. In general, an Addendum is allowed when there are not substantial changes to the project or new information that would require major revisions of the EIR. Substantial changes are defined as those which "will require major revisions of the previous EIR...due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects." Further, CEQA states that an Addendum is not required to be circulated for public review.

Environmental Assessment:

SCAG conducted a programmatic environmental assessment of changes documented in the gap analysis pursuant to CEQA. SCAG found that adoption of the proposed administrative modification would not result in either new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Specifically, the proposed changes as expressed in the administrative modification are not substantial changes, and would therefore, not require major revisions to the PEIR. Further, SCAG found that the administrative modification does not significantly affect the comparison of alternatives or the potential significant impacts previously disclosed in the 2004 PEIR.

SCAG has assessed the administrative modification at the programmatic level, and found that the proposed administrative modification is consistent with the analysis, mitigation measures, and Findings of Fact contained in the 2004 RTP PEIR. Therefore, it was determined that a subsequent or supplemental EIR was not required and the SAFETEA-LU Addendum to the 2004 RTP PEIR fulfills the requirements of CEQA.

MEMO

FISCAL IMPACT:

Preparation of the SAFETEA-LU Addendum to the 2004 RTP PEIR is covered under the Environmental Planning Staff work element 07-020.SCGS1.

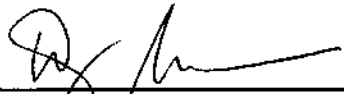
Reviewed
by:


Division Manager

Reviewed
by:


Department Director

Reviewed
by:


Chief Financial Officer

MEMO

DATE: December 14, 2006

TO: Communication , Economic and Human Development Committee (CEHD)
Energy and Environment Committee (EEC)
Transportation and Communication Committee (TCC)

FROM: Barbara Dove, Government Affairs Analyst, 213 236-1861, dove@scag.ca.gov

SUBJECT: 2007 Regional Champion Awards

BACKGROUND:

It's time to start thinking about SCAG's annual Regional Champion Awards. These awards were established to acknowledge individual(s) who perform exemplary service to the Region. Each policy committee will be asked to nominate a member of our regional community who is worthy of such recognition. Candidates should be civilians, not elected officials or public servants performing their regular jobs. Rather, candidates should be individuals who go "above and beyond" to serve our Region. In addition, the Communication & Membership Subcommittee has an award to bestow recognizing service to the region in the area of communications and media.

The purpose of this notice is to start you thinking about who you might want to nominate for this honor. Staff will come to your next meeting with the nomination process. We will celebrate our Regional Champions at the 2007 General Assembly.


Previous Regional Champions include:

- In 2005, Randall W. Lewis (CEHD), Kay Martin (EEC), and Tony Valdez (Communication & Membership)
- In 2006, Art Gallucci (CEHD), James Stahl (EEC), Geraldine Knatz & Richard Steinke (TCC), and Ray Gonzalez (Communication & Membership)

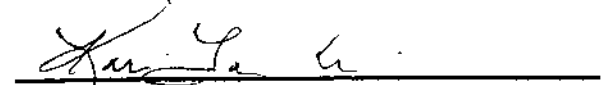
FISCAL IMPACT:

There is no fiscal impact beyond the cost of award.


Reviewed
by:


Division Manager

Reviewed
by:


Department Director

Reviewed
by:


Chief Financial Officer

MEMO

DATE: December 14, 2006

TO: Regional Council
Community, Economic & Human Development Committee
Energy & Environment Committee
Transportation & Communications Committee


FROM: Don Rhodes, Manager, Government Affairs

SUBJECT: Infrastructure Bonds: Implementation and Impacts

BACKGROUND:

A separate attachment will be mailed to all committees in advance of the December meeting. The report will contain a brief summary of potential implications passage of the infrastructure bonds has upon the SCAG region, as well as on-going implementation efforts. The summary will focus upon the bond measures specific to each committee's jurisdiction.

Reviewed by:


Division Manager

Reviewed by:


Department Director

Reviewed by:


Chief Financial Officer